

# THE ILLUSTRATED LONDON NEWS



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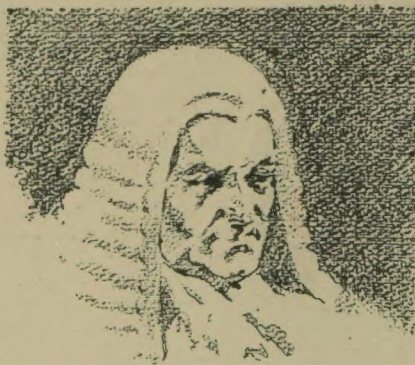
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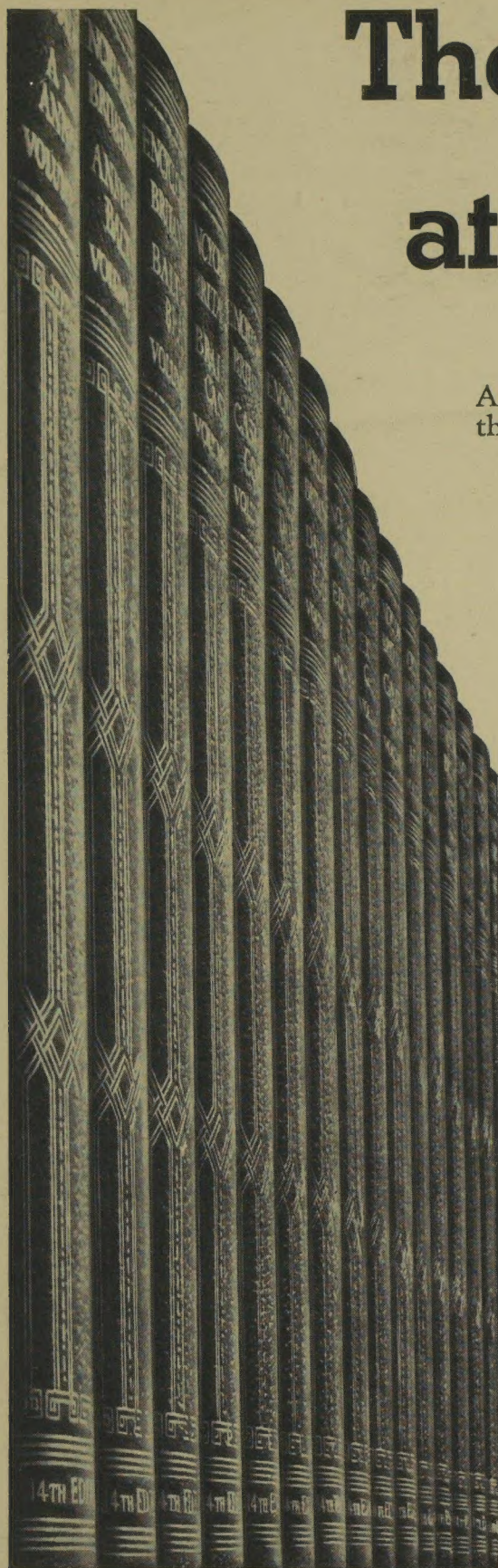
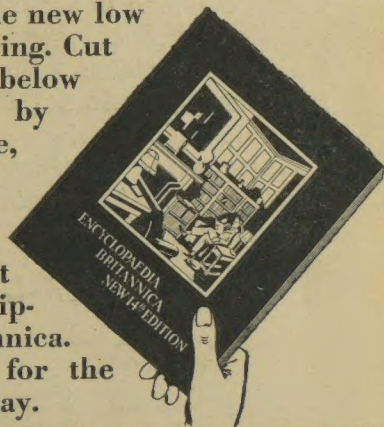
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SATURDAY, SEPTEMBER 19, 1931.



**FLOODS IN WHICH SEVERAL MILLIONS OF HUMAN BEINGS PERISHED: HANKOW STREETS UNDER WATER.**

China has recently been visited by one of the worst flood disasters in her history, through the overflowing of the river Yangtze. Hankow has suffered severely, as noted in connection with photographs given in our issue of August 29. At that time it had been reported that in the province of Hupeh alone 4,000,000 houses had been destroyed and 8000 people drowned in the urban region of Hankow. Later reports stated that the conditions there were appalling, owing

to difficulties of burial and of dealing with the thousands of refugees. All street transport had to be done by sampans and other boats. Fortunately, the floods, however, had begun to subside. Speaking in the League of Nations Assembly at Geneva on September 8, Viscount Cecil said he was assured that several million human beings had perished in the Chinese floods; some authorities had put the figure as high as 10,000,000. Further photographs appear on page 421.





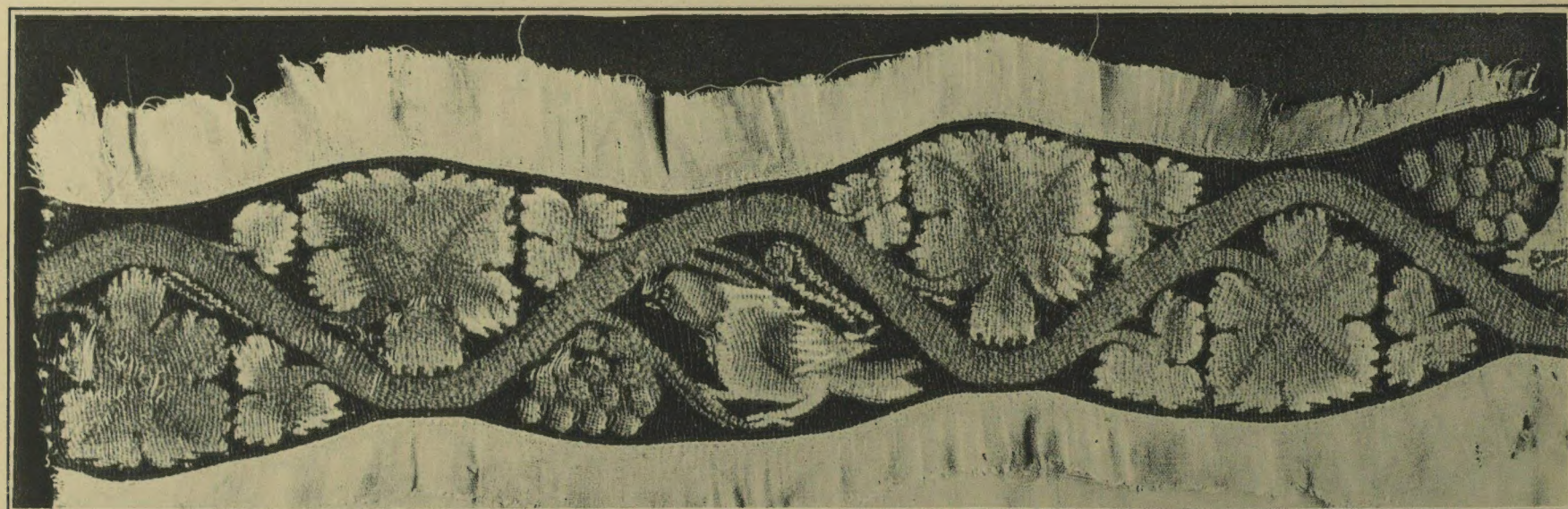
By G. K. CHESTERTON.

I HAVE just come upon so astounding a misrepresentation of two articles written in this place that I feel it should also be the place for the exposure of it. I once wrote an article on Abraham Lincoln, noting that his virtues were curiously different from the particular virtues or vices valued by many of his commercial and Puritan party. I argued, rightly or wrongly, that he was not the type commonly praised as bound to succeed, but that rarer type of success that seems most likely to fail. I said he did not judge ideals by their success, but by their intrinsic truth; and I added that he, like his ally Grant, was not really a Puritan and certainly not in the least a Prohibitionist. To my surprise, I was violently attacked in an American religious paper (which some detail or other, though I paid no attention to the point, led me to associate with the Baptist Church) as one who had slandered Lincoln and (what seemed to be almost worse) brought charges of "drinking" against Ulysses Grant. I wrote another long article in reply, pointing out that I had not attacked Lincoln at all, but praised him for his scorn of vulgar

Baptist. (3) It is an abusive and abominable insult to call a man a Baptist. (4) Although it does not hurt either his feelings or the Baptists' feelings to call him a Baptist, my intention in using this intrinsically innocent term was bad. I was under the impression that I merely referred to him, in passing, as a Baptist because I thought he was a Baptist. But he knows all about my intention, and my own impressions in the matter are valueless. Now, when he says that I used this admittedly inoffensive term with an offensive though secret intention, he says something of which the truth or falsehood can never be cleared up till the Day of Judgment. But when he says that I treated his refutation, because he was a Baptist, as something that "could be disregarded," he makes a statement without even the shadow of truth. I did not treat his refutation as a thing to be disregarded. It was not disregarded. It was answered in detail, in a long article of nearly one thousand five hundred words, in which I answered all his arguments, point by point; offering counter-arguments which he does not now attempt to counter, and asking questions to

the rest, though he evidently regards himself as something of an authority on my secret intentions and emotions, I can assure him that I do not find the word "Baptist" offensive. I have known several nice Baptists; and I would rather be talking to the late Dr. Clifford than reading the *Homiletic Review*. Dr. Clifford was a Baptist who, like John the Baptist, or, for that matter, John Bunyan, talked good, strong, straightforward language; he did not talk about people "almost stating" something, or about the statement being "almost if not quite ribald."

But this debate has nothing to do with religion. It has to do with certain definite facts of biography, of history, and of modern journalism. The question of biography is whether those great men, Lincoln and Grant, were, in fact, men of the prim Prohibitionist type, whose piety is respectability, as so many of their admirers still apparently try to pretend; or whether they were men, in the ordinary sense of men of the world, who knew too much of life not to laugh at a mere horror of whisky or plain speech. Also, in a more subtle and spiritual sense, it is a question of



THE TWENTY-NINTH TREASURE ISOLATED AT THE VICTORIA AND ALBERT MUSEUM AS THE MASTERPIECE OF THE WEEK: PART OF A PIECE OF EGYPTIAN TAPESTRY ASCRIBED TO THE FOURTH CENTURY A.D.; SHOWING THE UPPER OF TWO BANDS WITH A DESIGN OF BIRDS IN A VINE.

Tapestry-weaving has a long history in Egypt, where it was in common use at the beginning of the 18th Dynasty, in the sixteenth century B.C. An almost exactly similar technique was practised in Peru before the Spanish Conquest and by primitive peoples in other regions. Owing to Egypt's dry climate and sandy soil, a very large number of woollen and linen fabrics of all periods have been preserved in its tombs, but most of the decorated tapestry-woven stuffs found there do not antedate the Christian era. This piece (which has been in the Victoria and Albert Museum over twenty-five

years) was found in an Egyptian cemetery (the exact site is unrecorded) and dates probably from the fourth century A.D. It is part only of a much larger linen cloth, decorated with two broad bands of tapestry-weaving in coloured wools. The pattern of vine branches with birds pecking at the grapes was popular in the East in the Græco-Roman period, and subsequently had a considerable vogue in Christian art, where it often figures in mosaics. This particular example is conspicuous as an admirably executed version of the traditional design, in which the splendid colour has been preserved almost unaltered.

By Courtesy of the Victoria and Albert Museum. (Crown Copyright Reserved.)

success and the mere fashion of this world; answering all my critic's questions and asking some of my own.

Conceive my amusement, therefore, when the religious paper sends me a marked copy referring to the following paragraph:

"Not quite three years ago this *Review* had occasion to refute G. K. Chesterton's almost if not quite ribald abuse, first of Lincoln, then of the American people for regarding him as a hero. He replied, in part, to our refutation by asserting that the *Review* is apparently Baptist (a term most offensive to his Roman Catholic sensibilities) from that point on referring to 'this Baptist' publication. Having been named 'Baptist' by him, such of course it must be! Of course, the epithet did our feelings no harm, and we suppose would not offend the Baptists. The wrong was in his intention, and illustrated a form of argument frequently employed—argument by abusive or unwarranted epithet. Our refutation, he implied and almost stated, being Baptist in its source, could be disregarded."

So far as I can make head or tail of this paragraph, it can be reduced to the following statements. (1) The writer says I only replied to him by calling him a Baptist. (2) There is no harm in being a

which he does not now attempt to reply. To mention only one of them, I asked him point-blank what he meant by objecting to any mention of General Grant's whisky; whether he meant to deny the evidence usually adduced on that point, or whether he meant that the truth must not be written about Northern Generals or American Presidents. To all this he does not even attempt an answer. He only tells his readers that I have said nothing at all, beyond calling him a Baptist!

That there may be no mistake about it this time, I may explain that the paper in question is called the *Homiletic Review*: "An International Magazine of Religion, Theology, and Philosophy. Every Phase of the Minister's Work Discussed." It is perfectly true that there is nothing in this number to indicate any connection with the Baptist or any other particular sect in America. And I have no doubt that the writer is correct in saying that there is no such connection, though there must have been some accidental allusion in the previous issue which made me think there was. It appears to be a general organ of that division of Christianity which we call in England "Evangelical." But, as I did not use the word "Baptist" as a term of abuse, and as he does not think that it is a term of abuse, it would seem that that particular error on a point of detail is soon disposed of. For

whether Lincoln was one of those vulgar students of success who follow fashions and take this world quite seriously; or whether he was one of those finer spirits who, through being really rather too good for the work of this world, often look as if they were not good enough for it. I think he was one of these finer spirits; and I am slandering him. The *Review* thinks he was an ordinary follower of fashions; and it is defending him. It all seems a little funny.

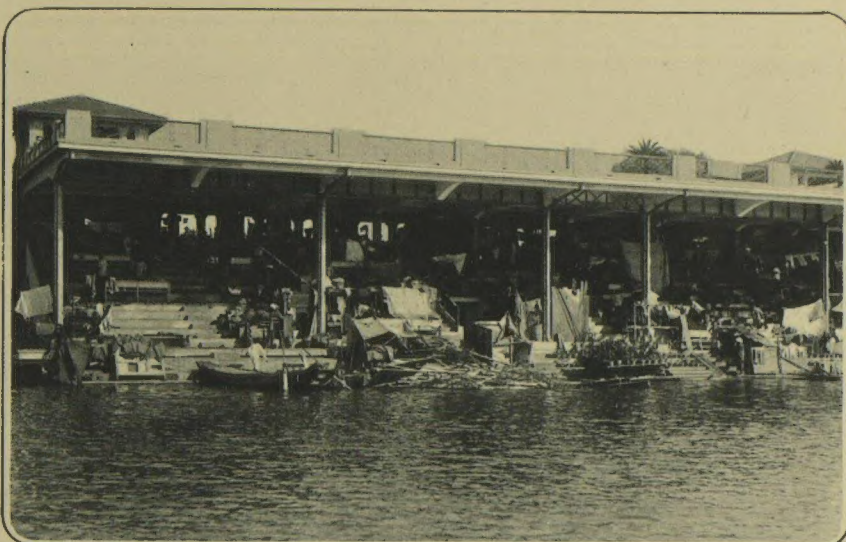
The question of history is whether historical persons and problems of this sort are to be dealt with honestly, and with some realisation of the real strength and weakness of human nature, or whether a portrait like that of Lincoln is to be obliterated with white-wash, or a great soldier like Grant turned after his death into a practical Prohibitionist, merely in the political interests of Prohibition. In other words, it is a question of whether the Puritans propose to practise idolatry or to write history. And the third question, that of the methods of modern journalism, is a still more simple one. It is a question of whether one journalist is entitled to attack another journalist in a long article; read a long reply to that long article, full of challenges and denials; and then to inform the public that the second journalist has uttered no reply except one abusive word—which, he hastens to explain, is not abusive.



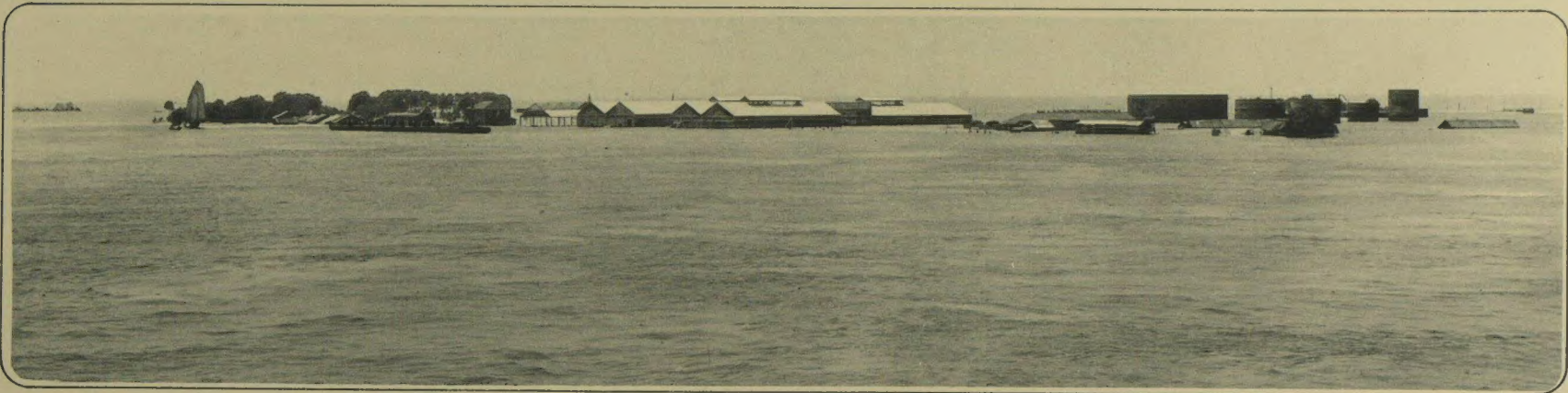
# THE FLOOD CATASTROPHE IN CHINA: VAST REGIONS UNDER WATER.



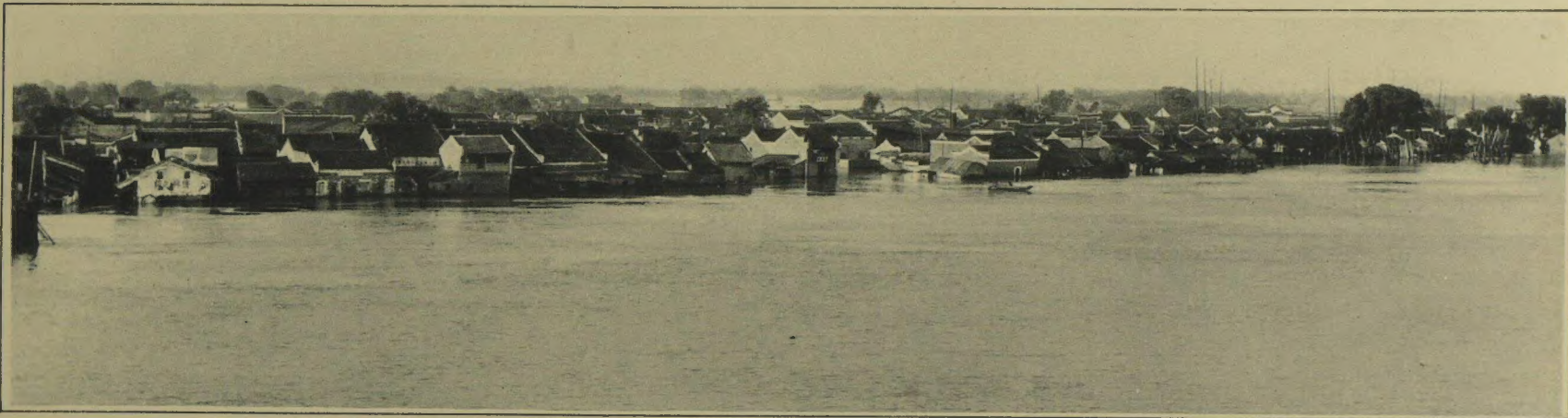
HOUSES HALF-SUBMERGED AT THE CITY OF ANKING, CAPITAL OF THE PROVINCE OF ANHWEI: TYPICAL FLOOD SCENES ON THE RIVER YANGTZE.



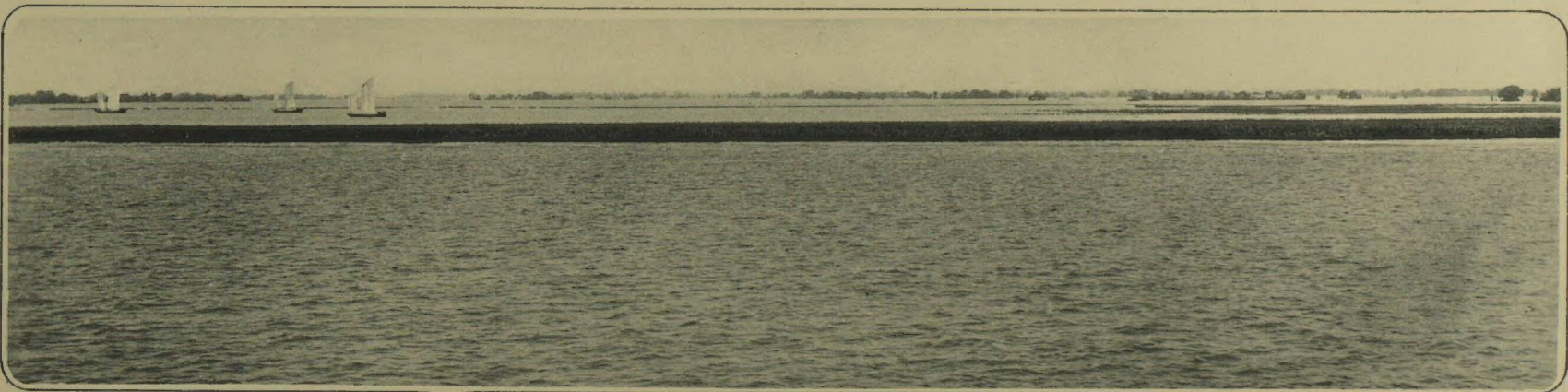
A STAND ON THE RACE-COURSE AT HANKOW USED AS A SHELTER FOR REFUGEES: RELIEF WORK IN A CITY WHERE THE CONDITIONS HAVE BEEN DESCRIBED AS APPALLING.



DEVASTATING INUNDATIONS AROUND HANKOW: ALL THAT COULD BE SEEN OF THE WAREHOUSES AND STORAGE-TANKS OF ONE OF THE LARGE FOREIGN OIL COMPANIES, WHERE FOR SOME TIME THE FLOODS HAD BEEN KEPT OUT BY THE CONSTRUCTION OF DYKES, BUT THESE WERE EVENTUALLY OVERWHELMED.



THE FLOODS AT WUCHANG, OPPOSITE HANKOW, ACROSS THE YANGTZE: PART OF A GREAT CHINESE CITY WHICH WAS COMPLETELY INUNDATED, MANY OF THE INHABITANTS BEING DROWNED AND OTHERS COMPELLED TO SEEK REFUGE ON HIGHER GROUND, A LONG DISTANCE AWAY.



ALL THAT REMAINED VISIBLE OF A ONCE DENSELY POPULATED FARMING DISTRICT NEAR HANKOW: A HUGE EXPANSE OF FLOOD WATER IN THE CHINESE PROVINCE OF HUPEH, WHERE FORTY-FIVE OUT OF SIXTY-FIVE COUNTIES WERE COVERED BY THE INUNDATIONS.

The vast floods which have recently devastated many parts of China have been described as the worst within living memory. They were caused by exceptional rainfall coinciding with the annual melting of snows in the mountains. The enormous extent of the inundations, with consequent loss of life and destruction of property, followed by the danger of pestilence and famine, have constituted a national catastrophe. The Chinese Government formed a Flood Relief Commission to deal with the destitute refugees, the total number of whom was recently estimated to be something like fifty million people. As noted on our front page, the floods were especially severe in and round Hankow, where the conditions became appalling, and at Wuchang and Hanyang on the opposite

bank of the Yangtze. There the river rose ten inches above the highest flood mark previously known, and at Hankow attained the record height of 53½ feet above Bund level. More recent news, happily, announced a subsidence of the waters, but the problem of the refugees remained acute. In a message of September 6 it was reported: "The Yangtze at Hankow has fallen over two feet below the maximum flood height, and it is hoped that it will fall steadily hereafter. The Governor of Hupeh states that 45 counties in the province are flooded and that 10,000,000 persons are homeless and without food." In the province of Kiangsu, 18 counties were flooded and 2,400,000 rendered homeless. "At Nanking," it was stated on September 4, "there are 30,000 refugees."



# A FREE SPECTACLE FOR LONDONERS: THE METROPOLIS BY FLOOD-LIGHT—TRAFALGAR SQUARE TO BUCKINGHAM PALACE.

THE COLISEUM.

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THE NELSON COLUMN.

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CENTRAL HALL (DARK DOME).



UNDERGROUND RAILWAY BUILDING.

WESTMINSTER CATHEDRAL TOWER.

THE MALL.

BUCKINGHAM PALACE.



## FAMOUS LONDON BUILDINGS AND MONUMENTS ILLUMINATED BY FLOOD-LIGHT: A DIVIDED INTO TWO SECTIONS, THE RIGHT-HAND END OF THE UPPER PORTION

The magnificent effects of flood-lighting in London, inaugurated recently in connection with the International Illumination Congress, have already been illustrated (in our issue for September 5) as displayed on individual examples seen from the ground. Here we show the scene from an unusual point of view that is even more impressive, taken from the top of the Duke of York's Column in Waterloo Place. It is reproduced here in two sections, which, placed end to end (as indicated above), form one continuous panorama. The principal points of illumination are named along the top of each section. In the upper one, at the extreme left, is seen the globe surmounting the Coliseum. Then comes Trafalgar Square, with St. Martin's Church and the Nelson Column. In the foreground below is part of Carlton House Gardens. Next to right is the Admiralty Arch, and, to right again, the War Office. Next we see the Horse Guards, where the lighting apparatus was designed to give a daylight effect, the light being projected downwards instead of upwards. Immediately above the Horse Guards is seen the front of the County Hall in the background across the river. The curious effect of bright curving lines

## PANORAMIC VIEW, TAKEN FROM THE TOP OF THE DUKE OF YORK'S COLUMN, CONTINUING AT THE LEFT END OF THAT BELOW (AS INDICATED BY ARROWS).

In the right foreground was caused by the lights of motor-cars in motion during the exposure. In the lower section of the panorama, Big Ben (the clock-tower of the Houses of Parliament) rises in splendour on the extreme left. Below it is Downing Street with the Prime Minister's house, and next to right, in full illumination, the Office of Works among other Government buildings at the back of Whitehall. Then we see the flood-lights playing on Westminster Abbey, and, just beyond, the dark dome of the Central Hall. In striking contrast, the flat-topped pyramid of the Underground Railway building is aglow with brilliant light. Further along rises the tall campanile of Westminster Cathedral, from which many sightseers obtained a panoramic view. On the extreme right gleams the dazzling façade of Buckingham Palace, against which can be described the Victoria Memorial, and, slanting towards it across the right foreground, is the long avenue of the Mall, marked by a line of lights. According to a recent statement, it is hoped to continue the flood-lighting of London, which has proved so popular a spectacle, after September 29, the date when it was originally arranged to end.



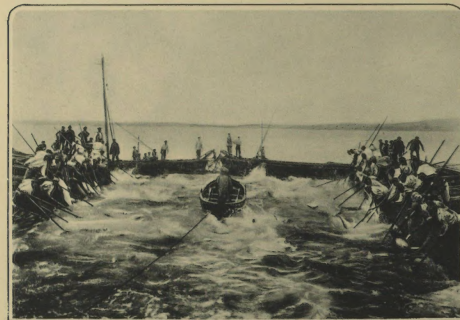
# TUNNY-FISHING AS A POSSIBLE BRITISH INDUSTRY: THE NETTING METHODS USED IN THE MEDITERRANEAN.



A LONG LINE OF MEN SINGING A HYMN TO ST. ANTHONY AS THEY HAUL IN THE HEAVY NETS ENCLOSING HUNDREDS OF TUNNIES: A STRANGE PHASE OF THE MEDITERRANEAN FISHERIES.



A GROUP OF MEDITERRANEAN FISHERMEN AT WORK WITH SPEARS AND HOE-SHAPED GAFFS: A NEARER VIEW OF TUNNIES IN THE NET.



THE "DEATH-CHAMBER" OF THE TUNNIES IN THE CLOSE-DRAWN NET: THE GREAT FISH, DRIVEN TOWARDS THE SIDES BY THE BOAT IN THE CENTRE, BEING SPEARED BY MEN IN SURROUNDING BOATS.



A HUGE TUNNY NEEDING TWO MEN TO CARRY IT, SLUNG FROM A POLE ON THEIR SHOULDERS: ONE OF A CATCH OF SEVERAL HUNDRED WHOSE AVERAGE WEIGHT IS 550 LB. EACH.

Mr. Mitchell Henry, the pioneer of big-game fishing in this country, who recently caught, off Scarborough, the 560-lb. tunny illustrated in our issue of September 12, has since suggested that tunny-fishing might be developed into a new British industry. That particular specimen was sent by him to a fish store in Harrogate, where there was quickly sold from it 440 lb. of good food. Mentioning this in a letter to the "Times," he writes: "On the Continent, tunny-fishing is an industry of great value. We have yet to get the tunny appreciated in this country. There are plenty of tunny in the North Sea. . . . If our fishermen can find a ready market for these fish, as it is to be found in Canada, Norway, Denmark, France, and the Mediterranean, I would willingly go out with them and instruct them in the methods used for the capture of the tunny in these countries; not that these are such methods as sportsmen would employ, but to put on a commercial footing the taking of these fish." Sportsmen, of course, catch the tunny with rod and line. Mr. Mitchell Henry's letter led to an interesting correspondence discussing the possibilities of creating a market for tunny in this country, sufficient to establish fisheries on a



GREAT CAULDRONS IN WHICH THE FLESH OF THE TUNNIES, WHEN THEY HAVE BEEN CUT UP AND CLEANED, IS BOILED READY FOR PACKING AND EXPORT: OPERATIONS ON SHORE.



ON THE LOOK-OUT FOR A TUNNY SHOAL (LIKE THE "HOOPER" OF THE CORNISH PILCHARD FISHERIES): WATCHMEN ON LADDERS WIRED TO THE SHORE AND PROJECTING OBLIQUELY UPWARD OVER THE WATER.



A TYPICAL CATCH OF TUNNY OFF THE COAST OF SICILY: A NUMBER OF FISHERMEN IN BOATS SURROUNDING A NET IN WHICH SEVERAL HUNDRED OF THE ENORMOUS FISH HAVE BEEN TRAPPED AND GRADUALLY DRAWN INTO SHALLOW WATER.

large scale. The above photographs illustrate the methods of netting tunny practised in the Mediterranean. Describing them, a correspondent writes: "Sardine-fishers consider the tunny their worst enemy, and have found means of catching it in enormous quantities. These fish generally go about in shoals, and are carefully watched from some elevated spot and lured into a shallow cove enclosed by nets. The nets are so disposed that the fish, once in, cannot again leave the cove. They are then forced all into one place, called the 'death-chamber.' Then the men (about 150) who surround it, armed with spears and gaffs, break into song, a strange hymn to St. Anthony, patron of tunny-fishing. Slowly and rhythmically the heavy net is hauled in. Now only do the fish realise that they are caught and try to find some means of exit, but as they swim round the sides of the net they are speared, and finally landed into boats. The catch amounts to about 100-300 fish, which weigh on an average about 550 lb. each. The flesh is boiled immediately and made ready for export in boxes and barrels."



# THE DANGER OF INFLATION.

By A. A. B.

Although the British financial crisis has been so much discussed, there may still be many people among the general public who do not exactly realise what dangers would have attended inflation of the currency. In the following article "A. A. B." (the writer of our recent series, "The Voice of the Tax-Payer") puts the matter in the simplest form, in order to show the significance of, and the necessity for, the steps which have been taken to balance the Budget.

House of Commons that both the Conservative and Liberal leaders offered to support the late Government in any measures of economy which appeared adequate. The Government was broken up by the refusal of Messrs. Henderson, Graham, and Clynes to make any cuts in the dole, which their masters, the Trades Union Congress, had ordered them to resist. The Labour-Socialist Opposition has been foolish enough to separate itself from the nation. "The Prime Minister," said Mr. Henderson, "appeals to the country: we appeal to that part of the country that we have tried to represent." This is a clear admission that the trades unions are on one side and the country on the other. In other words, the Labour-Socialist Party is a sectional, not a national, interest.

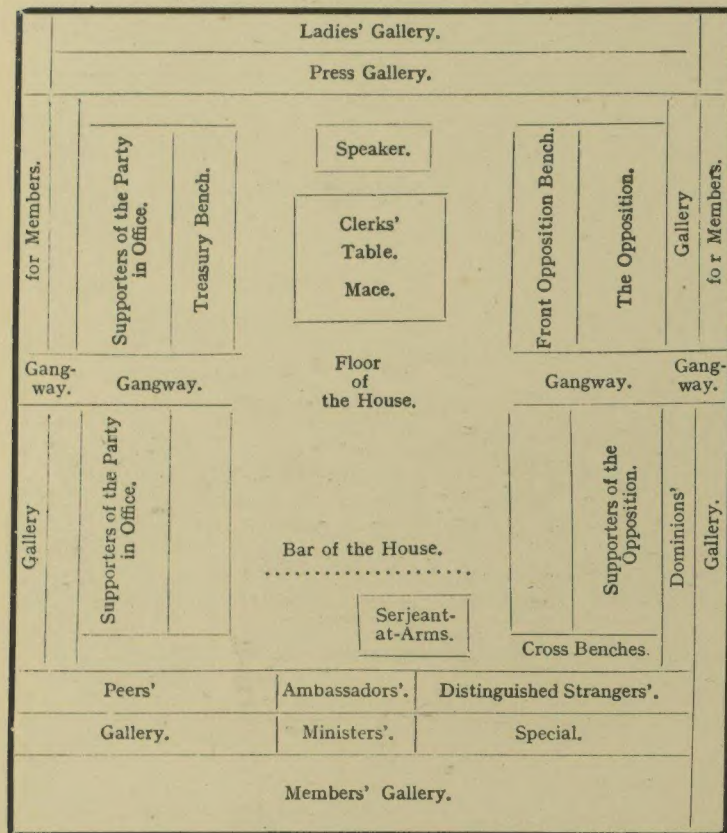
Great Britain is the only Western Power that has not suffered from a depreciated currency for 100 years. After Waterloo, between 1815 and 1825, the English pound was represented by paper notes, and a golden sovereign could be sold for 21 or 22 shillings. Since the war we have used notes—I have not handled a sovereign for fifteen years. But the use of cheques, and the fact that you are legally entitled to demand gold for your notes, have sufficed to maintain the pound sterling. Francs and marks have fallen since the war to nix, for short periods, but are now stabilised.

The balance of trade is against us when we owe more to other countries than they owe to us. Exports and imports ought to balance one another in value: of course they never do so exactly, but when England imports a great deal more than she exports, obviously she owes more than she is owed. When that happens, the pound in foreign countries, as represented by

People from all countries have deposited their gold in the vaults of the London banks, as the safest place in the world. But depositors would withdraw—recently have withdrawn—their deposits the moment they hear that the pound is depreciating. That is the danger-signal. A real shortage of gold—i.e., not enough metal to pay wages and salaries in coin—can only be remedied by the printing-press. Obviously, if you print a thousand million paper pounds, based neither on bullion nor goods, you depreciate or dilute the value of the pounds already in existence. That is inflation; and not only the orator in Hyde Park, but a number of clever men in high places, are inflationists.

There is no such thing as secrecy in these days. Formerly the secrets of the Budget were well kept. But there was not a single proposal in Mr. Snowden's second or supplementary Budget last week that had not been canvassed for weeks in the Press, with the exception of the increase of income tax and surtax. As Mr. Snowden told us in introducing his Budget last May that the limit of direct taxation had been reached, it is disconcerting to find another sixpence being clapped on, bringing the income tax up to five shillings in the pound, and ten per cent. being added to the surtax.

Is there any other nation in the world that would submit to such taxation in time of peace? The tea duty, with a preference for British colonies, should have been reimposed, as well as the sugar duties. We are now paying the penalty for having "for many years past been living beyond our means and spending our capital." The last Conservative Government was one of the most recklessly profuse, Messrs. Baldwin and Churchill scattering pensions and subsidies right and left.



A HISTORIC CHAMBER, AT PRESENT THE SCENE OF MOMENTOUS NATIONAL DECISIONS: A PLAN OF THE HOUSE OF COMMONS SHOWING THE TREASURY BENCH, THE FRONT OPPOSITION BENCH, AND OTHER PRINCIPAL FEATURES.

At this moment of political crisis many of our readers are doubtless making a closer study of Parliamentary debates than usual; and some perhaps find the situation on the floor of the House perplexing. As the result of the formation of the National Government (which we may not call a Coalition), some of the occupants of the Treasury Bench find themselves face to face with their erstwhile colleagues of the Labour Government who take their seats on the Front Opposition Bench. On the right of the Speaker are the Conservatives and Liberals, together with the Socialist and Labour Members who are supporting the National Government.

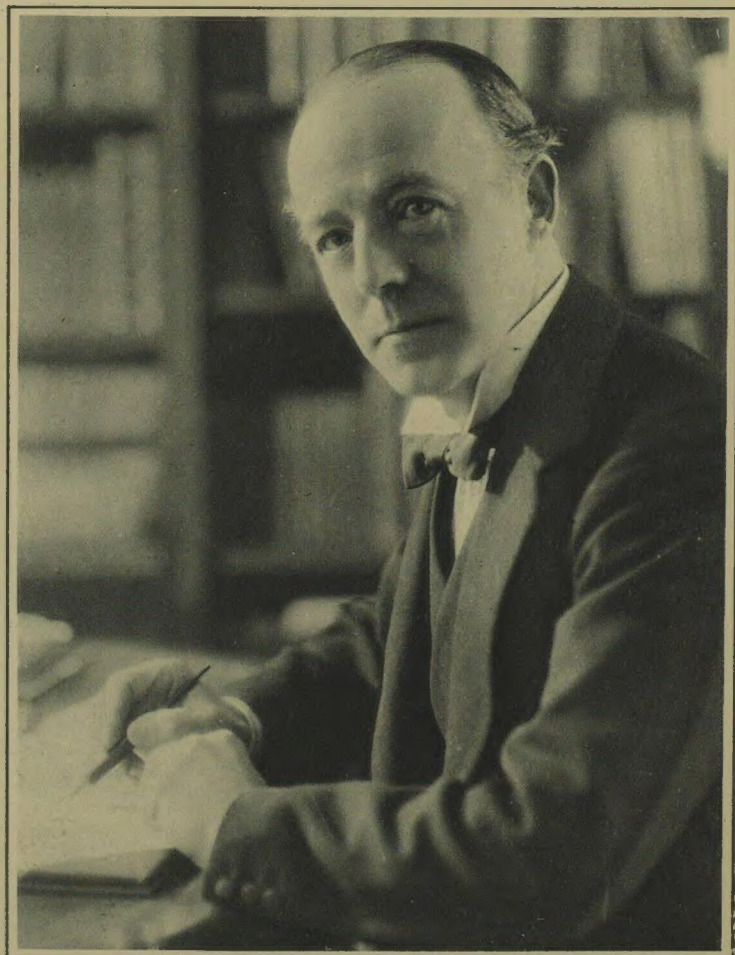
Reproduced from "London," by Courtesy of Messrs. Ward, Lock, and Co.

I LISTENED the other day to an orator in Hyde Park, addressing from a wagon a meeting of so-called unemployed, though to me they appeared as a small, well-dressed gathering of middle-class youths and girls. The speaker was good-humoured and witty, and full of allusions to Charles II. and his mistresses and bitter gibes at the Americans, though the bearing on the question of the day was not apparent. When he did come to economy and the National Government, he declared that instead of economy the cure for unemployment was extravagance, and that instead of spending less, we ought, nationally and individually, to spend more. We ought, he said, "to come off the gold standard." The nonsense which the Labour people talk about money is not surprising. They have all of them, with the exception of a few young women of the shop-girl class, risen from the ranks of manual labour. All honour to the energy and brains of those men who have hoisted themselves on the shoulders of democracy into the highest posts!

At the same time, a man to whom £1000 is wealth, and a million a mere phrase which his imagination cannot grasp, is not to be taken as a safe guide on the financial policy of a country like England. The wonder is not that Labour leaders talk nonsense about finance, but that they are listened to by the electors. To attack the bankers is as childish as it would be for an individual to quarrel with his banker because he had had an overdraft. It is now revealed by the debate in the

bills of exchange and cheques on London, goes to a discount; that is, the man who wants to send money to London in payment for British goods buys the pound for less than twenty shillings in dollars or marks or francs. One of the consequences is that the Briton has to pay more in time and labour for foreign goods, chiefly food, than he did before. Instead of working for seven hours he has to work for eight or nine hours to earn the money required to pay for commodities. All prices rise against the consumer; but wages and salaries do not always rise in proportion, so that a nominal £5 a week may have a purchasing power of £2 10s. or £3.

One of the causes of our present trouble is that the trades unions have, by means of strikes, artificially forced up wages above the increased cost of living. This has made the cost of production so high that British manufactures are too dear for foreigners to buy. London has hitherto been the financial capital of the world.



A LIBERAL M.P. WHO SUGGESTED THE PROHIBITION OF THE IMPORT OF LUXURIES: MR. WALTER RUNCIMAN, WHO MADE A REMARKABLE SPEECH SUBSEQUENT TO THE READING OF THE SUPPLEMENTARY BUDGET.

Mr. Runciman, in a speech made shortly after the presentation of the Supplementary Budget, gave a convincing exposition of the necessity for maintaining the value of sterling. He estimated the invested savings of very poor people at £2,470,000,000, all of which would seriously be affected, if not destroyed, by inflation. The value of sterling, he pointed out, depended upon commercial as well as financial equilibrium. Pegging the exchanges would not do alone, and he suggested adjusting imports to exports by prohibiting the import of luxuries.



## THE ODD SIDE OF THINGS: A PAGE OF CURIOSITIES.

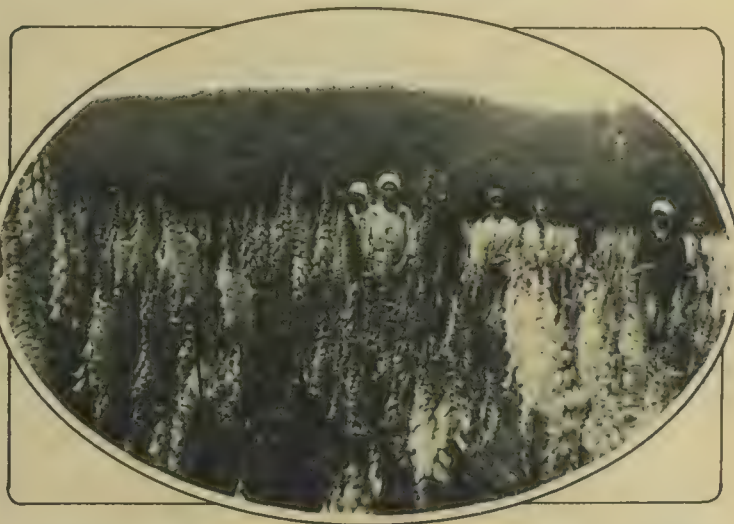


**NINE-INCH MAN-EATERS!** A PHOTOGRAPH OF FIERCE LITTLE PIRANHAS SWIMMING IN THEIR NATIVE AMAZON. The piranha, while only from six to nine inches in length, can take off a finger in one bite. Enormously voracious, the little fish swim in large schools, and a man unfortunate enough to be attacked is sure to be seriously mutilated, and if he cannot escape at once will be reduced to a skeleton in a very short time. They are attracted by the taint of blood on the water, and any floating carrion quickly becomes a struggling mass of piranhas.—[Photograph Reproduced by Courtesy of Arthur H. Fisher and of the New York Zoological Society.]



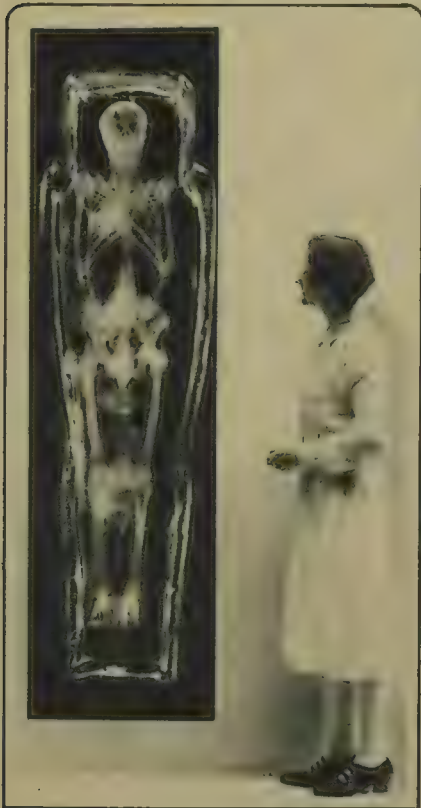
**A CROP OF FOXGLOVES IN BLOOM IN THE MATRA MOUNTAINS OF HUNGARY:** INTENSIVE CULTIVATION, FOR ITS YIELD OF CHEMICALS, OF THE PLANT WHICH GROWS WILD AND LARGELY NEGLECTED IN ENGLAND.

Our correspondent, in supplying these photographs of foxglove cultivation in Hungary, states that the leaves of the cultivated foxgloves are picked at the end of May when the flowers are in full bloom. The leaves are dried immediately on picking and supplied to chemists, who extract therefrom the drug digitalis. The production of the leaves is controlled by the Hungarian Government. The drug, which is



**AN ENGLISH WILD-FLOWER WHICH HAS BEEN TURNED INTO A BUSINESS PROPOSITION IN HUNGARY:** PEASANTS STANDING ALMOST SHOULDER-HIGH AMONG FOXGLOVES CULTIVATED TO OBTAIN THE DRUG DIGITALIS.

principally of use in cases of heart trouble, and has, when properly applied, the effect of slowing down the action of the heart, was known as long ago as the seventeenth and eighteenth centuries. It used to be thought that only the leaves of the wild foxglove had the desired efficacy—but it is now known that the leaves of the cultivated plant, when quickly dried, are in every way as satisfactory.



**AN ENTIRE EGYPTIAN MUMMY ON A SINGLE PHOTOGRAPH 7 FT. LONG BY 2 FT. WIDE.**

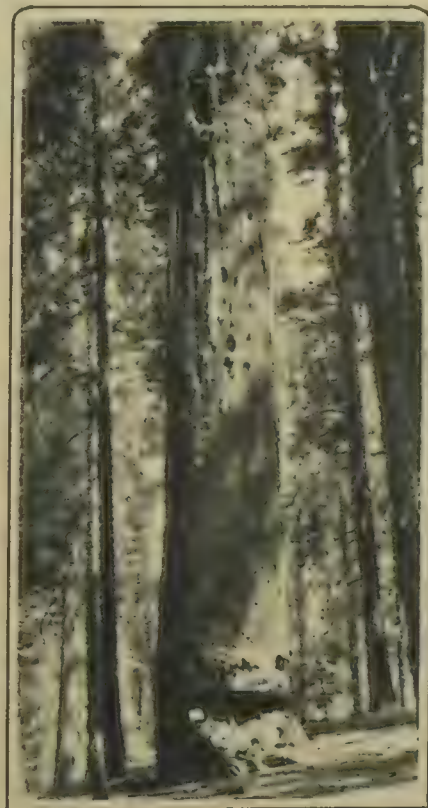
It is claimed that the film seen here is the only successful X-ray photograph ever made of an entire adult mummy in its casket on one film. Hitherto mummies have been X-rayed only in sections. Miss Anna Reginalda Bolan, X-ray expert at the Field Museum, Chicago, from whose experiments such large X-ray photographs were developed, is seen here.

Photograph Reproduced by Courtesy of the Field Museum of Natural History, Chicago.



**AN AUTOMATIC "LAZY MAN'S" FISHING-NET IN THE TIBER:** A "GIRERELLO," WHICH, TURNING OVER WITH THE ACTION OF THE CURRENT LIKE A WATER-WHEEL, SWEEPS UP FISH AND DROPS THEM INTO A TANK.

The quaint device illustrated here consists of a small punt with a kind of paddle-wheel attached that revolves by the force of the water. As each net comes uppermost, it empties any fish caught in it while it was submerged into the funnel-shaped mouth of the tank immediately below it. It is seen here moored by the arch of a bridge over the Tiber.



**A BIG TREE STILL STANDING AFTER FORTY YEARS, THOUGH SAWED RIGHT THROUGH.**

In 1889 woodmen singled out the Big Tree seen here for felling. Writing in "Nature Magazine," Mr. Thomas West says: "It still stands firmly upright in the heart of the grove, although it was sawed completely through its base more than forty years ago. . . . An explanation may be that the undercut . . . is slightly concave and the tree . . . nestled into the slight depression on an even balance."

Photograph by Courtesy of U.S. Forest Service.



## TWO NAVAL OCCASIONS—FROM THE ENEMY'S SIDE.

BEING AN APPRECIATION OF

"BEFORE JUTLAND," by CAPTAIN HANS POCHHAMMER; and "TWO LONE SHIPS," by GEORG KOPP.\*

(PUBLISHED BY JARROLD.)

(PUBLISHED BY HUTCHINSON.)

IN May 1914, men of the British *Minotaur* and the German *Gneisenau* were enlivening Tsingtao with friendly rivalry in football, boxing, jumping, and (prophetically, perhaps) tug-of-war. They parted on the most amiable terms, and when, a month later, a royal Archduke was murdered in Sarajevo, the officers of the *Gneisenau* "all came to the conclusion that this incident would admit of an honourable solution, without starting a conflagration." It was not to be; and Captain Pochhammer's book describes graphically the brief but stirring part which was played by Admiral von Spee's East Asiatic Squadron in the ensuing few months.

The squadron lay at the picturesque island of Ponape, when, on July 31, "Threatened state of war" was telegraphed from Berlin. On Aug. 2 the Admiral came on board, and "in fiery words" announced a state of war with Russia and France; on Aug. 5 came the news of England's declaration, and "the officers, black with coal-dust, assembled for a moment in the mess and drank in a gulp confusion to our cousins for this piece of treachery."

During the next three months the squadron worked gradually eastwards, via the Marshall Islands, Samoa and Tahiti, the Marquesas and Easter Island. Papeete was bombarded, a few prizes were captured, cables were cut; but nothing of moment occurred, though the author's account of routine in the German Navy under active service conditions is not without interest. On Sunday, Nov. 1, "for the first time since the days of Nelson, an English Admiral appeared in battle array." It seems to be the fate of England

prestige that it should be swiftly avenged. More than a month, however, elapsed before Britain had the opportunity of striking back with full force.

After a visit to Valparaiso, Count von Spee's squadron headed south and rounded Cape Horn: as the British Admiralty calculated, the German forces were almost bound to make an attempt on the Falklands, both with the object of inflicting damage on an important naval base and of securing freedom of action for their own subsequent operations. The surprise which lay in waiting at the Falklands was one of the most dramatic incidents of the whole war. When the Germans, immediately and rightly attempting escape from superior forces, realised that they were being pursued by battle-cruisers, "we choked a little at the neck, the throat contracted and stiffened, for that meant a life and death grapple or rather a fight ending in honourable death." The result, indeed, was never in much doubt, and it is unquestionable that the German ships made a gallant and

desperate fight of it. The

*Scharnhorst* fired her last shot when her fore turret was only 6½ feet above water. This is what Captain Pochhammer saw when he emerged from the steel prison of *Gneisenau's* central station: "The fore funnel was bent towards the starboard; the other three showed holes, blotches and red stains where the grey paint had peeled off. The wireless rod had slid down the mast as far as the truck and torn the flag to ribbons. The battle-flag on the foremast had been shot away, but the black balls were still just under the yard in the position for 'Full speed ahead.' Broken tackle hung from the rigging, loose flag-cords fluttered in the slight breeze. The shattered guns of the light artillery pointed, their muzzles in the air and shrapnel lay all about. Through gaping holes in the deck and the bulwarks men

were climbing out of the ship, coal-blackened from bunkers and fire-boxes, inflamed by the battle as if they had come from the guns, but all quiet and



THE "INDOMITABLE" AND "INVINCIBLE" FOLLOWING THE "GOEBEN" WHEN SHE WAS AT LARGE IN THE MEDITERRANEAN SHORTLY BEFORE THE OUTBREAK OF WAR BETWEEN ENGLAND AND GERMANY: A PHOTOGRAPH TAKEN IN THE "GOEBEN" AT A TENSE MOMENT.

Photograph reproduced by Courtesy of Messrs. Hutchinson, Publishers of "Two Lone Ships," by Georg Kopp.



THE "BRESLAU" IN A HURRY!—A VIEW OF THE STERN OF THE GERMAN LIGHT CRUISER WHICH, ON THE OUTBREAK OF WAR, ESCAPED FROM THE MEDITERRANEAN, WITH THE "GOEBEN," TO THE SECURITY OF THE SEA OF MARMORA.

Photograph reproduced by Courtesy of Messrs. Hutchinson, publishers of "Two Lone Ships."

to open all her campaigns with reverses and discouragements, and the Battle of Coronel certainly maintained that tradition. It is true that the British forces were at a great disadvantage in artillery power; nevertheless, *Scharnhorst*, *Gneisenau*, *Leipzig*, *Dresden* had ample warrant, in the first naval engagement of the war, for the self-satisfaction which this writer so jubilantly expresses. The crews appear to have entered with almost fanatical enthusiasm into this battle "against England the hypocrite, the oppressor of the world, the shameless stranger of nations." All the world knows the result. "The *Good Hope* consumed in fire after an explosion, the *Monmouth* destroyed, the *Glasgow* damaged and put to flight, while the *Otranto* had vanished without leaving a trace! And ourselves? Intact, save for a couple of pin-pricks which had amused rather than angered us." Captain Pochhammer, who throughout the action was First Officer (Commander) of the *Gneisenau*, recounts the fight, incident by incident, with great spirit and clarity.

Mr. Churchill has told how deeply this defeat galled the Admiralty, and how essential it was to England's

\* "Before Jutland. Admiral von Spee's Last Voyage. Coronel and the Battle of the Falklands." By Captain Hans Pochhammer. (Jarrolds; 12s. 6d.)

"Two Lone Ships. Goeben and Breslau." By Georg Kopp. (Hutchinson; 10s. 6d.)



CAPTAIN HANS POCHHAMMER, FIRST OFFICER OF THE "GNEISENAU," IN HIS CABIN: ONE OF THE FEW SURVIVORS FROM VON SPEE'S SHIPS SUNK OFF THE FALKLAND ISLANDS, WHO HAS WRITTEN AN ACCOUNT OF THIS BATTLE AND OF THE CORONEL ACTION FROM THE GERMAN POINT OF VIEW. Photograph reproduced by Courtesy of Messrs. Jarrolds, Ltd., Publishers of "Before Jutland," by Captain Hans Pochhammer.

efficient as if they were parading." The ship went down to the sound of cheers for the Emperor and to the strains of "Deutschland über Alles." Captain Pochhammer was picked up by the boats of *Inflexible* and was one of 215 survivors out of the 2200 souls of von Spee's squadron.

We do not wish to revive old controversies by making any comment on the writer's frequent and hysterical invective of his antagonists; but it is a pity that this officer, who on his own showing was treated with the utmost consideration and courtesy after his rescue, should make it distressingly plain that generosity is wasted upon a certain type of adversary. However, one may enjoy a spirited narrative without dwelling too closely upon its controversial aspects.

Coronel was an unfortunate opening of Britain's naval campaign: but, in a negative sense, *Goeben* and *Breslau* had already inflicted a more severe reverse upon the Allies. The story of their exploits is told simply but vivaciously by Herr Kopp, who was a wireless operator on the *Goeben* and took part in all her principal adventures. It may safely be said that no ships of any of the navies engaged had such an intrepid and strenuous career as these two indomitable rovers. Time and again they extricated themselves from disaster by a blend of cunning,

brilliant seamanship, and hardihood so apparently wanton that the opposing forces could not believe it and were constantly outwitted by it. Of such mettle was the decision to make for the Dardanelles under the very guns, as it were, of the British fleet, which had first been guilefully encouraged in the preconceived notion that the Adriatic was the only possible destination for the fugitives. The success of this audacious ruse, and its profound political effects upon the course of the war, are familiar matters of history, not very gratifying to our national esteem; but, apart from this critical event, the subsequent career of *Goeben* and *Breslau*, remarkable though it was, has made less impression on popular imagination. Yet it surpassed even her first spectacular achievement. "How many people know that during the war the *Goeben*, on her many cruises in the Black

[Continued on page 460.]



## MARVELS OF PHOTOGRAPHY: STUDIES OF BREAKING WAVES.

FROM PHOTOGRAPHS IN THE TWENTY-SECOND ANNUAL EXHIBITION OF THE LONDON SALON OF PHOTOGRAPHY.



"BATHERS":

BY

K. IKEGAWA.



"A WAVE":

BY

RISO ITANO.

The beauty of "the breaker breaking on the beach," as Tennyson puts it, has never been more successfully seized in photographic art than in these two exquisite studies. They are included in this year's Exhibition of the London Salon of

Photography, which opened at 5a, Pall Mall East, on September 12, and will continue until October 10. It is exceedingly well worth a visit. The exhibits include many other studies of Nature in her varying moods.



# MARVELS OF PHOTOGRAPHY: THE BEAUTY OF REFLECTIONS.

FROM A PHOTOGRAPH IN THE TWENTY-SECOND ANNUAL EXHIBITION OF THE LONDON SALON OF PHOTOGRAPHY.



"A NIGHT TUNNEL OF THE 2ND STREET": BY T. MAYEDA.

The new Exhibition of the London Salon of Photography has recently been opened in the galleries of the Royal Society of Painters in Water-Colours, at 5a, Pall Mall East, and will remain open until October 10. The exhibits, which

range over a wide variety of subjects, maintain the high standard of excellence associated with the Salon. The above example is a particularly clever study of reflections in a tunnel, an unusual subject very effectively treated.



# MARVELS OF PHOTOGRAPHY: AN EXQUISITE STUDY OF FIREWORKS.

FROM A PHOTOGRAPH IN THE TWENTY-SECOND ANNUAL EXHIBITION OF THE LONDON SALON OF PHOTOGRAPHY.



"FIREWORKS": BY GORDAN COSTER.

The rapidly changing effects of fireworks form a subject of which only a general impression could be obtained with brush or pencil. Photography, however, as this exquisite example shows, can seize every phase of the display at any given moment. Thus we see, in wonderful detail, the splash of fiery fountains and

delicate traceries of flame like a cluster of grasses. As noted on other pages, the London Salon is now open at 5a, Pall Mall East, in the galleries of the Royal Society of Painters in Water-Colours, and everyone interested in photography should make a point of seeing it.



# BOOKS OF THE DAY.

THE active life does not always make the best reading, for mere action is apt to pall, unless kindled by imagination and thought. Everything depends on the narrator's personality and skill in pen-craft. If his mind is commonplace and his outlook limited, the result will be dull. No such deficiencies, however, can be charged against one who, though essentially a man of action, is withal a man of ideas—namely, the author of "FOOTLOGGER." An Autobiography. By Graham Seton (Lieut.-Col. G. S. Hutchison, D.S.O., M.C.). Illustrated from the writer's Drawings and Sketches and from Photographs (Hutchinson; 18s.). The title-page also reminds us that "Graham Seton" wrote "The W. Plan," which had a popular success both as novel and film; besides another novel, "The Governor of Kattowitz"; a military record, "The Thirty-Third Division in France and Flanders"; and "Silesia Revisited," an account of a post-war political tour of inspection in a country where the author had supervised a plebiscite and prevented a racial conflict. He has also just published a third story, "Colonel Grant's To-morrow," which, I understand, "carries on" from "The W. Plan."

Colonel Hutchison's reminiscences, which are among the most interesting I have read, reveal a character of unbounded energy, self-confidence, and versatility, with a strong sense of humour and sympathy, and describe a career containing, within forty years, enough variety for forty average lifetimes. The word "Footlogger"—technically correct though it be—seems hardly appropriate to a record rather suggestive of breakneck speed. At a public school the author was one of the unruly who eclipse the book-worms in after life, and his comments on the training of boys destined for leadership are worth the attention of educationists. "My housemaster said: 'For a new boy he is too independent and self-assertive.' That was the great idea: at all costs of individual character and possible genius let us cast the boys into a mining-machine and bring them out the other end as public school pulp. . . . I am glad to think that I continued during a tempestuous career to be so self-assertive."

His career began in 1910, when he sailed for Egypt to join (as an officer) the 1st Battalion King's Own Scottish Borderers. He spent a year in the Sudan, where he roved the desert and learned to know its people, and on one occasion found Kitchener, then revisiting the scene of his victory, "most amiable to so young an officer." Then his battalion was ordered to India. He developed there a talent for humorous dramatic productions, and, among other strenuous activities, organised a *khud* race across country, with 600 starters in full fighting kit with rifles. Next came his appointment as a staff officer to the Committee of the Delhi Durbar of 1911. His official duties brought him in close proximity to the King and Queen on that historic occasion, and in a picturesque description he gives some hitherto unrecorded glimpses of their Majesties.

Colonel Hutchison's account of the critical moment during the Investiture, when there was a cry of "Fire!" is especially noteworthy, as it finds an echo in the closing passage of the book, where the incident is recalled in pathetic circumstances many years later. At the Durbar, when the alarm was raised, "The King's Own String Band" was playing softly from an adjoining tent. "It was at this moment," we read, "that a drummer from the band stepped through an aperture behind the throne and without the least concern leaned forward confidentially towards his Majesty and broke the tense silence, announcing 'Some mucker's done this on purpose,' in the broadest Scots accent. The King-Emperor roared with laughter, so infectious that it immediately communicated itself to everyone present. During this brief moment the pickets got the fire under control." Among the few who received the Durbar Decoration after the ceremony was the drummer "who by a swift phrase made the King laugh, and prevented a panic."

And now for the sequel—a grim comment on the conditions into which some old soldiers "fade away." Several years after the war, on a foggy December night, in the Strand, Colonel Hutchison came across a band of street musicians. "There was a man there in an old Trilby, blue with cold, blowing a cornet. He was looking at me, but he never moved an eyelid in recognition. . . . I regarded him searchingly and moved as if to speak to him. Slowly he removed the cornet from his mouth. Then he spoke. 'I knew ye, Sirr, when I first saw ye. Dinna worry about me, Sirr. We call oursel's 'the King's Own Starving Band.' He laughed dryly. 'Mind ye, my life's behind me now. The band'—he waved his

battered cornet—'gets a wee bit sma'er every month. They say they go to kick up jazz in hell. But when I'm through I want to play the harp, the only instrument I've never tried. . . . Don't think about me to-day, Sirr. I've had my day fifteen years ago. Good-bye, Sirr.' Then, addressing himself to the four or five men who clung to the edge of the pavement, he roared 'Gie them—'Oh, it's a lovely war!'"

Despite the cornet-player's request, Colonel Hutchison does worry about the fate of old comrades-in-arms, and the hard lot of the poor in general, as is proved by his various post-war efforts towards social betterment. His sympathy with the "under-dog" is all the keener since he himself came near to that status when, soon after the Delhi Durbar, he resigned his commission and went to Australia, seeking something more adventurous than "an uneventful career as a regimental soldier," which then seemed in prospect. From a struggle for existence in Sydney he returned home and joined the Argyll and Sutherland Highlanders, but it was not long before the *Wanderlust* took him again, this time to Rhodesia, as a member of the British South Africa Police. Appointed assistant to the Commandant-General, he organised an Intelligence Department and surveyed the country, but when the war broke out he was ordered home.

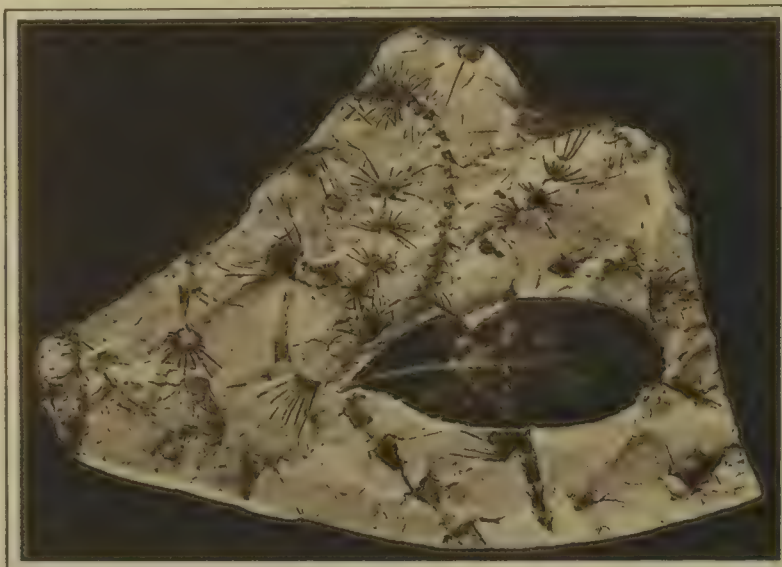
we were in for a bloody business. My command was largely new, a host of untried youngsters, kids of eighteen and nineteen. I am always grateful for these boys, and cursed myself eternally for what I had to teach them. . . . It was my job to harden their hearts to shocks, and spoil their minds to the sight and sound of death and bestiality . . . so I had to make them coarse to stand the racket of things, which I loathed. . . . I still remain ashamed that war's necessity—to win—compelled me deliberately so to debase the souls of men. . . . I am rather artist than soldier, poet than thruster. I love beauty in nature, in art, literature, in little children, and in the minds of philosophers. But had I shrunk from so training these trusty souls, I am quite sure I should have failed at Meteren." In the same mood he writes of the war's effect on his old school, and every other school: "Old boys and masters will weep as they remember the beautiful minds and bodies of boys butchered to make a diplomatic holiday." Even a first-class fighting man has moods of revulsion against war.

Elsewhere Colonel Hutchison refers to the war as "in itself futile." It is distressing to think that any of the men who endured that long agony felt their heroism useless. This view is contested by the author of "A BACHELOR'S LONDON." Memories of the Day before Yesterday. 1889-1914. By Frederic Whyte. Illustrated (Grant Richards; 12s. 6d.). Mr. Whyte's memories belong to the pre-war literary world, but at the end he adds a few reflections concerning the effect of the war on our national life. "If the people of these islands," he writes, "are now carrying on their existence in anything like self-respect and happiness and hope, it is because so many millions of our gallant countrymen and of our gallant allies died nobly and not in vain." Mr. Whyte's amusing reminiscences take us back to a peaceful epoch, and, in anecdotal vein, he recalls many literary folk whom he came to know, mainly through his association with two famous publishing houses—those of Cassell and Methuen. Many of the authors mentioned have joined the noble army of "back numbers," but among the exceptions whose fame has survived the war is the writer of "Our Notebook." Readers of *The Illustrated London News* will enjoy the genial chapter on "G. K. C."



PHOTOGRAPHY AS AID TO SCIENCE: "FOSSIL DRAGON-FLY WING" (ESCHNIDIUM), BY WILLIAM C. DAVIES, EXHIBITED AT THE R.P.S.

From a Photograph in the Seventy-sixth Annual Exhibition of the Royal Photographic Society, 35, Russell Square.



PHOTOGRAPHY AS AN AID TO SCIENCE: "FOSSIL PLANTS FROM COAL MEASURES, NEWCASTLE, N.S.W.," BY WILLIAM C. DAVIES, EXHIBITED AT THE R.P.S.

The Royal Photographic Society's new Exhibition, which opened a few days ago, will continue until October 10. On this page we give two examples out of the many wonderful things to be seen in the Natural History Section. Others appear on page 433 in this number.

From a Photograph in the Seventy-sixth Annual Exhibition of the Royal Photographic Society, 35, Russell Square.

On the western front Colonel Hutchison took a prominent part in the development of the machine-gun forces, and commanded the 33rd Machine-Gun Corps, which, at a vital moment in April 1918, prevented a German break-through at Meteren. The Colonel is justly proud of this achievement, for his part in which he was recommended for the V.C., though lack of witnesses prevented the award. "I know now," he writes, "that the action of my battalion during those days saved the whole front of the British Army." It was when he had been gassed, just after this battle, that a vivid dream gave him the idea of his story, "The W. Plan."

The same battle also evoked what seems to me the most striking passage in a memorable book—"I knew

From books to the Bar. The transition brings me to another entertaining volume of recollections, entitled "IN THE LIGHT OF THE LAW." By Ernest Bowen-Rowlands. With three Portraits (Grant Richards; 12s. 6d.). Of topical interest just now are incidental character-sketches of two members of the present Government—Lord Reading and Lord Sankey. Most of the autobiographical chapters, which introduce hosts of legal luminaries, lead up to a discussion of some famous criminal case, while the third section of the book consists wholly of such material. The twelve murder trials here treated include those of Edith Thompson, Ronald True, and Catherine Wilson, whom Mr. Justice Byles, we are told, described as "the greatest criminal that ever lived." That was in 1862, and I should say that her record has since been broken. An interesting item is a letter that solves the mystery of an execution that failed—that of the Babbacombe murderer—"the man they couldn't hang."

In conclusion, I must mention very briefly two works of special moment in connection with affairs in Spain. One is "A BOOK OF THE BASQUES." By Rodney Gallop. With Photographs by the Author and Drawings and a Map by Marjorie Gallop (Macmillan; 15s.). "There are few races on the face of the earth," we are reminded, "of whose origin so little is known," and the net result of innumerable researches is that "we are no nearer than we have ever been to the solution of a problem which, in all probability, will never be solved." Perhaps for that reason, the Basques and their country exercise a perennial fascination. The author gives a delightful and authoritative account of their character and customs, language and literature, folk-songs, music, dances, legends, and national games. The illustrations are particularly attractive.

Lastly comes a little outline of Spanish history since the year of Waterloo—"SPAIN IN REVOLT." 1814-1931. By Joseph McCabe. With Sketch Map (Lane; 6s.). The author's point of view is, I think, tolerably well known. "A new spirit," he concludes, "is in the people, and the courage with which they have fought tyranny and corruption for a century and a quarter will hardly fail before the profitable tasks of peace." Any reader who may have regarded Spain as a sleepy country until the recent events will now revise that opinion. C. E. B.



## MARVELS OF PHOTOGRAPHY: NATURE IN VARYING MOODS.

PHOTOGRAPHS IN THE SEVENTY-SIXTH ANNUAL EXHIBITION OF THE ROYAL PHOTOGRAPHIC SOCIETY OF GREAT BRITAIN.



A STUDY IN MOTHERHOOD: "SACRED BABOON AND YOUNG," BY HENRY J. HOWARD.



THE Royal Photographic Society opened its seventy-sixth Annual International Exhibition, in its own galleries at 35, Russell Square, on September 12, and the Exhibition will remain open until October 10. Every aspect of modern photography at its best is thoroughly represented. No serious practitioner of the art, in London, should neglect the opportunity of seeing this wonderful display. The natural history section, as usual, is particularly strong. Regarding the lower subject here reproduced, a note says: "The so-called 'Fire-fly,' really a beetle, has two powerful 'head-lights' on its thorax. Here is the result obtained by exposing a photographic plate in the dark-room to the light of a living specimen "

"'FIREFLY' AND ITS HEADLIGHTS," BY F. MARTIN DUNCAN, F.R.P.S., F.R.M.S.: (ON LEFT) A FIREFLY; (ON RIGHT) A PLATE EXPOSED TO THE LIGHT OF A LIVING SPECIMEN IN THE DARK-ROOM.





# THE WORLD OF SCIENCE.

## THE EXTERMINATION OF WHALES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

MY newspaper the other day gave a long and extremely disconcerting account of the impending doom of the whales in the Antarctic. To many of us this deplorable state of affairs has long been known. Even before the Great War, accounts of the slaughter that was taking place induced the Colonial Office to send the late Captain Barret Hamilton to make enquiries on the spot. And his report showed, even then, grave cause for anxiety—so much so that after the war a further

flung from a rowing-boat. The modern whaler uses explosive harpoons, fired from the deck of a small steamer. How immensely more destructive are modern methods is shown by the fact that three species have been brought to the verge of extinction in twenty years. Carefully nursed, the Antarctic whale-fishery might have been handed on indefinitely, from one generation to another. But the indiscriminate methods of the present whalers have resulted in a deluge of oil which has glutted the market and at the same time destroyed the industry. Could folly further go? Deplorable as this matter is from a commercial point of view, it is still more so from that of the zoologist, who, in spite of protests, has been peremptorily told to stand aside. No one is more alive than myself to the fact that commerce is indispensable to the well-being of a nation. I only ask that, where commercial interests lie in the exploitation of animal life or plant life, a little imagination and forethought should be exercised. It is easier to kill than to make alive: and legislation generally comes too late.

But why are we so interested in the matter? Why should we be so distressed at the prospect of the extermination of whales? There are doubtless many people who would tell you that the survival or the extermination of the whales are possibilities in which they feel not the slightest interest. They have never seen a whale, they will tell you, alive or dead, and have no special desire to do so. Therefore why all this fuss? Our reasons are many. To begin with, we are the trustees for posterity, and have no right, by reckless conduct and for selfish ends, to deprive posterity of its inheritance. We are quite as much bound to protect the living wonders of the world as we are to protect what is left to us of the ancient splendours of bygone generations. That we are beginning to realise this is witnessed by our laws concerning Ancient Monuments.

But the man of science has further reasons for conserving our heritage. He labours, first and foremost, for knowledge for its own sake, rather than with an eye to producing dividends. Those of us who are biologists are striving to add to our knowledge, among other things, of the agencies which affect living tissues, either in stimulating or inhibiting their viability; and as to the way in which the shapes of animals are moulded or adjusted to the requirements of the physical environment.

The whales provide material of this kind such as is furnished by few other animals. The whole of their anatomy bears witness to this plasticity. Let me cite, by way of illustration, the remarkable transformation which the fore-limb has undergone. This, it must be remembered, was once a leg, used for supporting the body on land. It is now reduced to the condition of a paddle, or "flipper," used as a balancing organ. Removal of the skin discloses the skeleton displaying an arm, a fore-arm, and a hand of four, and in some species five, fingers. But this limb can no longer be bent at the elbow and wrist-joint; nor can the fingers be moved. The wrist-bones are in a state of arrested development. They remain, permanently, at a stage in the development of the embryo-wrist of land animals.

A precisely similar flipper has been developed by the penguin, the turtles, and some of the long-extinct reptiles, such as the plesiosaurs and ichthyosaurs. But in each of these cases, so similar externally, we find the enclosed skeleton has reacted differently. And what I mean by this can be seen at a glance by comparing the dissected flipper of a dolphin (Fig. 2) with the skeleton of the flipper of an ichthyosaurus (Fig. 1). The contrast is astonishing and inexplicable. For it will be noticed that in the flipper of the ancient sea-dragon ichthyosaurus, the arm, and fore-arm—radius and ulna—have become so shortened as to be with difficulty distinguished from the wrist-bones, or "carpals." In the dolphin, it will be noticed, the radius (answering to R in Fig. 1), is of massive proportions; while the ulna (U in Fig. 1), is also long and large. The wrist-bones, again, in the dolphin stand out distinctly from the bones of the fingers, of which there are five. But this is far from being true of the wrist-bones of this old fossil sea-dragon, where wrist- and finger-bones are inextricably mixed up. And, in addition, it will be noticed, the fifth finger is bounded by a row of disc-like bones.

In the restoration (Fig. 3), that other ancient sea-dragon I referred to, plesiosaurus, is seen in the foreground, and a "school" of leaping ichthyosauri in the background. These last were singularly whale-like in shape, but, unlike the whales, they still retained the hind-limb, though greatly reduced in size, while in plesiosaurus this limb was almost as large as the front flipper.

What interpretation are we to place on these conspicuous differences in the size of the hind-flipper of these two ancient reptiles? The plesiosaurus, it will be noticed, had an extremely long neck; in the ichthyosaurus it was as short as in the whale. The ichthyosaurus had a whale-like dorsal fin, suggesting a creature of the open sea capable of great speed under water; while the long neck of the plesiosaurus, and the absence of a dorsal fin, indicate a creature of shallow water, swimming at the surface and using its long neck, like the swans, for seizing food from the bottom. If this surmise is correct, the long hind-legs may be regarded as necessary for assisting the body to attain a more or less vertical position when feeding. Not being needed in the ichthyosaurus, they had become reduced to the condition of vestiges. In the whales this process of reduction proceeded still further, for this limb has vanished, and of the supporting girdle no more than a small rod of bone remains.

So long as we have living whales in the sea, the comparative anatomist has material for a yet more intensive study than has so far been made of the agencies which bring about these mysterious transformations. And the knowledge gained by this investigation will throw light on the agencies which shape other organs of the body, including those of man himself. Our students of the riddle of evolution, and our hospitaliers, need that knowledge. Let us then spare no effort to save our whales from extermination. If they are properly conserved, the needs of commerce and the needs of science can both be met. If they are recklessly slaughtered, there will be nothing for either of us.

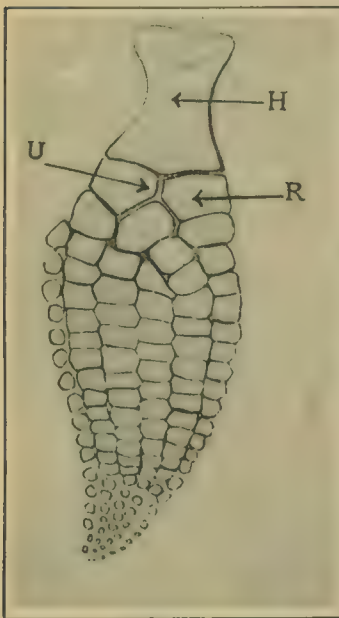


FIG. 1. THE EVOLUTION OF THE SKELETON OF A FLIPPER FROM "HAND" AND "FORE-ARM": THE SKELETON OF THE FLIPPER OF AN ICHTHYOSAURUS—SHOWING THE RADIUS (R) AND THE ULNA (U), SO SHORTENED AS TO BE WITH DIFFICULTY DISTINGUISHED FROM THE WRIST-BONES.

In the flipper of the ancient sea-dragon, Ichthyosaurus, seen here, the upper arm-bone, or humerus (H), is relatively much longer than the dolphin's (Fig. 2), while the fore-arm bones (R and U) are so reduced in size as to be indistinguishable from the wrist bones. The five fingers are closely pressed together.

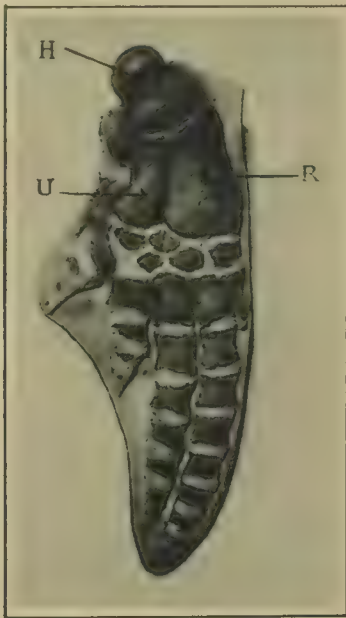


FIG. 2. THE EVOLUTION OF THE SKELETON OF A FLIPPER FROM "HAND" AND "FORE-ARM": THE DISSECTED FLIPPER OF A DOLPHIN, SHOWING THE SHORT, WIDE UPPER ARM-BONE, THE RADIUS (R) OF MASSIVE PROPORTIONS, AND THE ULNA (U)—ALSO LONG AND LARGE.

In the flipper of the white-beaked dolphin, seen here, the upper arm-bone (H) is extremely short and wide; of the two fore-arm bones the radius is excessively large. The wrist-bones are clearly defined and there are five fingers. But the "hand" cannot be bent at the "wrist-joint," nor the "fore-arm" at the "elbow-joint."

and more intensive series of investigations was started, a most masterly summary of which was given by Sir Sidney Harmer in his presidential address to the Linnean Society in May 1928, wherein he expressed his anxiety with regard to the effect of whaling operations on the stock of whales. Two years later he returned to this theme with still more emphatic cogency in his presidential address for 1930. Herein he remarks: "Much has happened since 1928; and, if anxiety was then justifiable, the events of the last two years may fairly be described as alarming . . . the present position is one of extreme gravity." He estimated that during the season 1925-6 no fewer than 30,000 whales were killed, yielding 338,390 barrels of oil. But the addition of new ships of greatly increased power to the fishing fleet shows that this destruction has now attained an intensified severity, inasmuch as the 1928-9 fishing produced no fewer than 1,097,119 barrels of oil. This was the harvest of the four land stations and twenty-two floating stations fishing far from land; add to these figures the produce of "other stations," and we get the grand total of 1,822,836 barrels of oil!

There is scarcely room for wonder that the blue whale is now so reduced in numbers that most of the catch is made up of immature animals. The hump-backed seems to have been practically wiped out, and this is the most interesting of the porquals. When the mere man of science pointed out, nearly twenty years ago, that extermination would overtake this industry, the whalers scoffed, and assured him that "you cannot exterminate whales, so vast is the sea." But extensive slaughter, on both their breeding and feeding grounds, has now convinced the whalers that unless concerted action is taken the whaling industry will be dead in another two or three years. It will go the way of the Biscay whale-fishing and the Greenland whale-fishing, both of which have long since been extinct. This "concerted action" may well result as a consequence of the decision of the whaling companies to suspend fishing for the coming season. They may then decide to urge an absolute close season on the breeding-grounds, which would certainly help matters.

The Greenland whale-fishery lasted round about 250 years. There the whales were slain by a hand-harpoon,

animals. The whole of their anatomy bears witness to this plasticity. Let me cite, by way of illustration, the remarkable transformation which the fore-limb has undergone. This, it must be remembered, was once a leg, used for supporting the body on land. It is now reduced to the condition of a paddle, or "flipper," used as a balancing organ. Removal of the skin discloses the skeleton displaying an arm, a fore-arm, and a hand of four, and in some species five, fingers. But this limb can no longer be bent at the elbow and wrist-joint; nor can the fingers be moved. The wrist-bones are in a state of arrested development. They remain, permanently, at a stage in the development of the embryo-wrist of land animals.



FIG. 3. A PLESIOSAUR PURSUING ITS PREY; AND (BACKGROUND) A SCHOOL OF LEAPING ICHTHYOSAURI: RECONSTRUCTIONS OF THE APPEARANCE OF TWO EXTINCT AQUATIC ANIMALS, THE DEVELOPMENT OF WHOSE FINS AND FLIPPERS SHOWS THE INFLUENCE OF DIFFERENT MODES OF LIFE.

The Plesiosaur had a long neck and extremely long fore and hind flippers, but no dorsal fin. Its long neck may be taken to indicate that it was a creature of shallow water, swimming at the surface and stretching its neck down, like a swan, to seize food from the bottom. The Ichthyosaurus, however, was very dolphin-like—with a large dorsal fin (suggesting a creature of the open sea capable of great speed under water), a large fore-flipper, and an extremely small hind-flipper.—(After E. Fraas.)



## MR. GANDHI IN ENGLAND WITH A TRAVELLING SPINNING-WHEEL.



A BRITISH ADHERENT OF MR. GANDHI: MISS SLADE (KNOWN AS MIRABAI) SPINNING ON BOARD THE "RAJPUTANA" DURING THE VOYAGE.



MR. GANDHI (IN HIS KHADDAR ROBE AND LOIN-CLOTH) LEAVING THE DORCHESTER HOTEL, WHERE HE ATTENDED A SMALL DINNER PARTY AND AFTERWARDS MET THE PRIME MINISTER.



IN HIS MUCH-DISCussed COSTUME—A LOIN-CLOTH AND ROBE OF WHITE KHADDAR: MR. GANDHI SPINNING ON BOARD THE CHANNEL BOAT.



MR. GANDHI OBSERVES HIS VOW OF MONDAY SILENCE ON HIS FIRST ATTENDANCE AT THE ROUND TABLE CONFERENCE: A MEETING OF THE FEDERAL STRUCTURE COMMITTEE IN ST. JAMES'S PALACE, SHOWING LORD SANKEY IN THE CHAIR, WITH SIR SAMUEL HOARE AND LORD PEEL ON HIS RIGHT, AND MR. GANDHI AND PANDIT MALAVIYA ON HIS LEFT.



MR. GANDHI REMAINS SEATED (OWING TO PHYSICAL WEAKNESS) WHILE MAKING HIS FIRST PUBLIC SPEECH IN LONDON, AT THE FRIENDS' MEETING HOUSE, EUSTON ROAD.

Mr. Gandhi arrived in England, to attend the Round Table Conference, on Saturday, September 12. He landed from a cross-Channel steamer at Folkestone, wearing his customary garb, consisting of a loin cloth, a robe of white *khaddar* (Indian home-spun cloth), and sandals. His party included his third son, Mr. Devidas Gandhi, Mrs. Sarojini Naidu, Pandit Madan Mohan Malaviya, and Miss Slade (known as Mirabai), daughter of the late Admiral Slade. From Folkestone Mr. Gandhi travelled to London by car, and was welcomed at the Friends' Meeting House in Euston Road by a Reception Committee, under the chairmanship of Mr. Laurence Housman. In addressing the meeting, Mr. Gandhi



MR. GANDHI LANDS IN ENGLAND, WITH MRS. SAROJINI NAIDU (LEFT) AND SIR P. PATTANI, PRESIDENT OF BHAVNAGAR STATE COUNCIL: THEIR ARRIVAL AT FOLKESTONE.

remained seated, apologising for his physical inability to stand and speak for any length of time. Afterwards he left for the Kingsley Settlement at Bow, as guest of the Warden, Miss Muriel Lester. The next day he broadcast a message to America, and afterwards preached at a Christian service in Kingsley Hall. In the evening he attended a dinner party at the Dorchester Hotel, where the Prime Minister called on his way back from Chequers for a short conversation with him. On September 14 Mr. Gandhi observed his vow of Monday silence, but he attended the Federal Structure Committee at St. James's Palace. Mr. Gandhi, did not speak, but it was arranged that he should open the discussion on September 15.



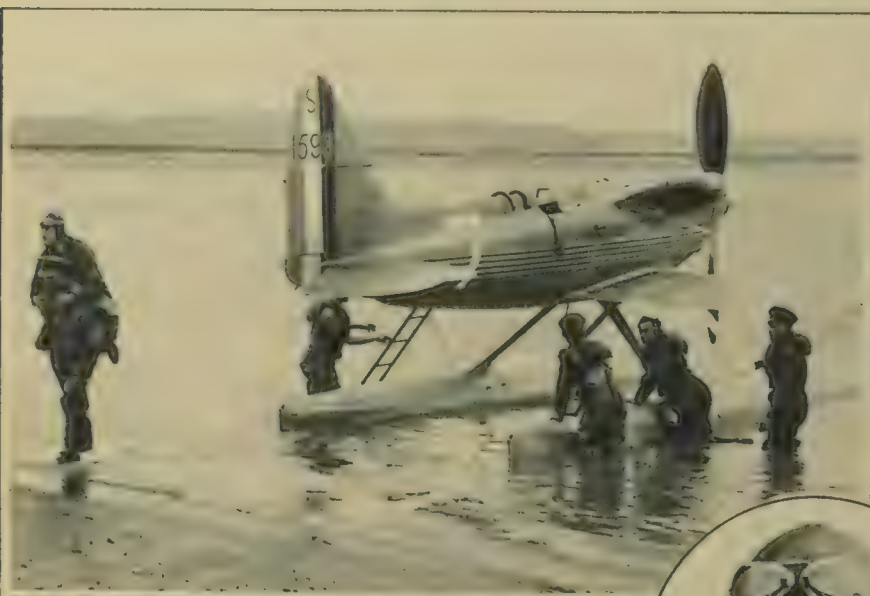
## THE SCHNEIDER TROPHY RETAINED BY BRITAIN AND THE AIR-SPEED RECORD BROKEN.



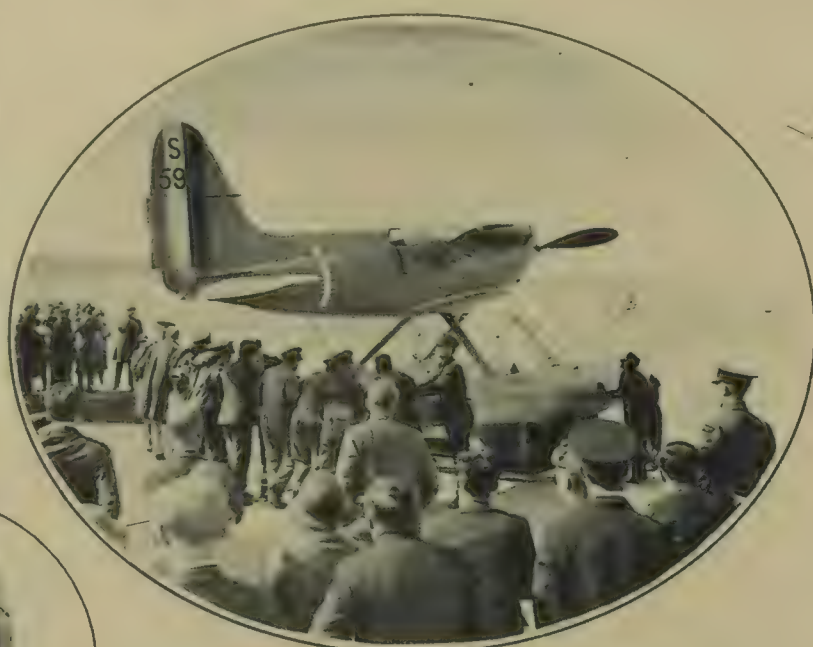
THE WINNING OF THE SCHNEIDER TROPHY FOR ENGLAND: FLT.-LIEUT. BOOTHMAN FLYING AT FULL SPEED DOWN THE STRAIGHT BEFORE SOUTH PARADE PIER, SOUTHSEA.

SCHNEIDER TROPHY CONTEST-1931-									
COMPLETED LAPS.									
TIME IN MINUTES & SECONDS. SPEED IN M.P.H. DECIMALS OMITTED.									
	1	2	3	4	5	6	7	8	9
TIME	5:26	10:52	16:21	21:52	27:21	32:50	38:19	43:48	49:17
AVERAGE SPEED FROM START	343	342	342	341	340	339	338	337	336
FRANCE									
2									
ITALY									
3									
GREAT BRITAIN									
4									
FRANCE									
5									
ITALY									
6									
7									
8									
9									
10									

THE SPEEDS AND TIMES MADE BY FLT.-LIEUT. BOOTHMAN IN HIS FLIGHT IN THE SCHNEIDER TROPHY CONTEST: A SCORE-BOARD ON WHICH THE RESULTS OF THE LAST LAP HAVE JUST APPEARED.



AFTER BREAKING THE WORLD'S RECORD FOR AIR SPEED AND REACHING 388.67 M.P.H.: FLT.-LIEUT. STAINFORTH BEING CARRIED ASHORE FROM HIS MACHINE AT CALSHOT.



THE SEAPLANE IN WHICH FLT.-LIEUT. BOOTHMAN WON THE SCHNEIDER TROPHY: THE VICKERS SUPERMARINE ROLLS-ROYCE "S.1595."



FLT.-LIEUT. STAINFORTH GREETED BY HIS WIFE AND DOG AFTER BREAKING THE WORLD'S AIR-SPEED RECORD: (INSET ABOVE) A PORTRAIT OF FLT.-LIEUT. STAINFORTH.



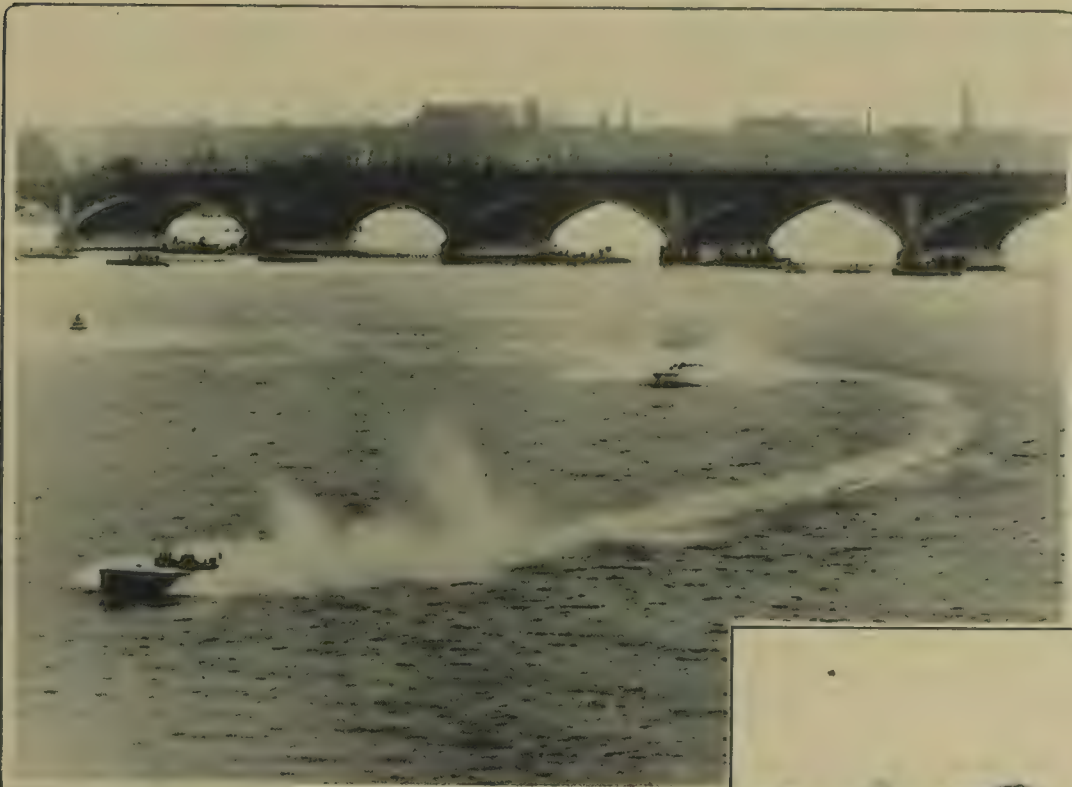
FLT.-LIEUT. BOOTHMAN WITH HIS WIFE AND MOTHER: A PHOTOGRAPH TAKEN AFTER HE WON THE SCHNEIDER TROPHY AT AN AVERAGE SPEED OF 340.08 M.P.H.

Three new speed records were set up on September 13 when the Schneider Trophy was won for the third consecutive time by Great Britain, after Italy and France had withdrawn their teams from the contest. The British flight for the trophy could not be made on September 12, as originally arranged, because of heavy rain and unfavourable weather conditions. The speed at which F.Lt.-Lieut. J. N. Boothman flew the course was 340.08 m.p.h., an increase of 11.45 m.p.h. on the speed reached in the last race. His first two laps constituted a record for the 100 kilometres with an average speed of 342.9 m.p.h., as against the previous 331.75 m.p.h. Two hours later, F.Lt.-Lieut. G. H. Stainforth made four flights along the three-kilometres speed course, on one of which, down wind,

he reached 388.67 m.p.h. His average speed was 379 m.p.h. It was at first thought that he had passed 400 m.p.h. in one lap—a speed which had to be revised when the cinematograph films taken by the electrical timing apparatus came to be developed. The official speeds were as follows: First Run (up wind) 373.85 m.p.h.; Second Run (down wind), 388.67 m.p.h.; Third Run (up wind), 369.87 m.p.h.; Fourth Run (down wind), 383.81 m.p.h. It was stated that, if weather conditions were favourable, it was hoped to make a further attempt on this speed record on an "S 6 B" seaplane with a specially-tuned Rolls-Royce engine instead of the standard engine which was fitted in the "S 6 B" flown by F.Lt.-Lieut. Stainforth on September 13.



## KAYE DON'S ADVENTURE: THE SINKING OF "MISS ENGLAND II."



THE WASH OF "MISS AMERICA IX.," GAR WOOD'S SPEED-BOAT, WHICH PROVED DISASTROUS TO "MISS ENGLAND II.": A PHOTOGRAPH SHOWING THE BOATS ROUNDING THE FIRST MARK JUST BEFORE THE ACCIDENT.

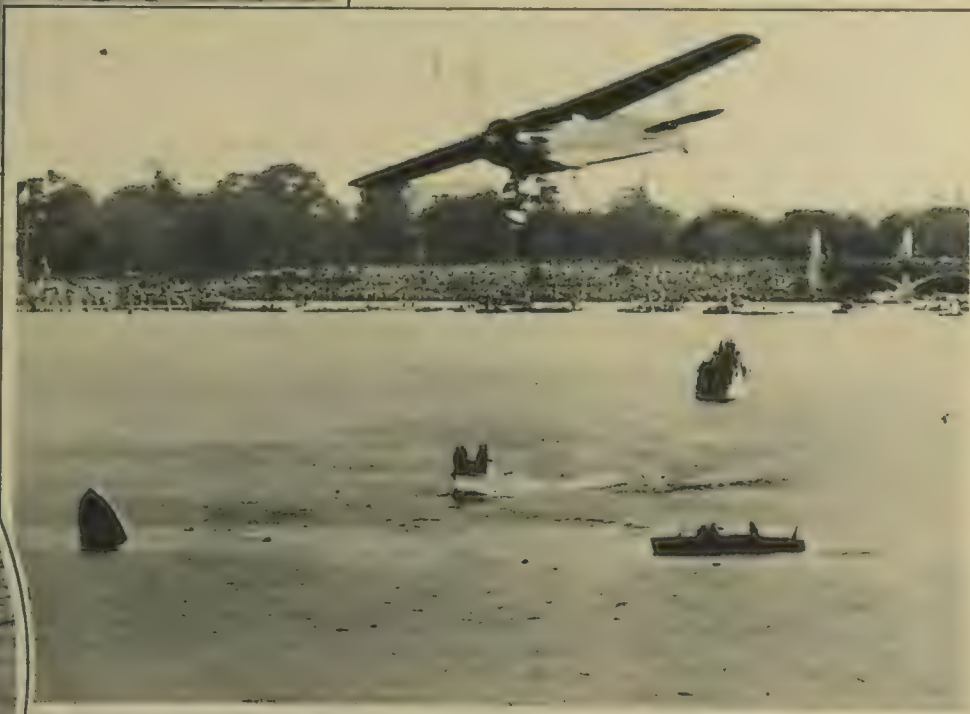


KAYE DON (LEFT) AND GAR WOOD: THE AMERICAN CONGRATULATING KAYE DON ON HIS EASY WIN IN THE FIRST HEAT.



ONE OF THE CREW OF "MISS ENGLAND II." HANGING ON TO THE OVERTURNED BOAT: A VIEW TAKEN JUST BEFORE THE ENGLISH SPEED-BOAT FINALLY SANK IN DETROIT RIVER.

THE motor-boat race for the British International Trophy, on Detroit River, Michigan, U.S.A., ended on September 7 with the capsizing and sinking of the British challenger, "Miss England II." The driver, Mr. Kaye Don, and his two mechanics, Garner and Platford, were thrown out as the boat overturned at speed, but were fortunately unhurt. The first heat in the race for the trophy was held on September 6, when Lord Wakefield's challenger won by about a mile from "Miss America IX.," owned and driven by Commodore Garfield Wood, and in doing so achieved an average speed of 89.913 miles an hour over the whole course. In this heat the second American entry, "Miss America VIII.," driven by Mr. George Wood, Commodore Wood's brother, came in third. About 250,000 people watched the second heat and saw the accident shown in our photographs above. Commodore Gar Wood crossed the starting-line about nine seconds before the starting-gun, with Mr. Kaye Don two seconds behind him. Both boats were thus disqualified, and, according to the rules of the contest, disqualification in any one heat carries with it disqualification for the whole race. Immediately after rounding the first turn, "Miss England II." struck the wash left by "Miss America IX.," was thrown into the air, overturned, and finally sank. "Miss America VIII." finished the course alone at a moderate speed. "Miss England II." has since been salvaged, and Lord Wakefield has announced his intention of entering again next year. The trophy for the present remains in America.



THE CREW SWIMMING TOWARDS THE RESCUE BOATS: ON THE LEFT MAY BE SEEN THE NOSE OF "MISS ENGLAND II." AS SHE SANK.



AN UNSUCCESSFUL ATTEMPT TO SALVAGE "MISS ENGLAND II." ON THE SPOT: TENDERS TRYING TO GET A LINE ROUND THE CAPSIZED SPEED-BOAT.



# "ENGLAND YET SHALL STAND!" THE DRAMATIC SCENE IN THE HOUSE AS MR. SNOWDEN ENDED HIS MOMENTOUS SPEECH.

SPECIALY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY STEVEN SPURRIER, R.O.I.



ONE OF THE MOST EXTRAORDINARY DISPLAYS OF SENTIMENT EVER SEEN IN THE HOUSE OF COMMONS: AN OVATION FOR THE CHANCELLOR AFTER HIS SPEECH ON THE BUDGET—INTENSE ENTHUSIASM AROUSED ON THE GOVERNMENT SIDE, WHILE THE OPPOSITION REMAINED SEATED AND EXPRESSED THEIR DISAPPROVAL.

Our artist has illustrated here the dramatic scene which took place in the House of Commons, on September 10, at the close of the momentous speech in which Mr. Philip Snowden, Chancellor of the Exchequer, set forth his scheme for balancing the Budget and restoring British credit. The peroration of his speech, it may be recalled, ran as follows: "These proposals that I have submitted give everybody the opportunity of contributing. I have tried as best I could to spread the burden of the sacrifice as fairly and as evenly as human ingenuity can devise. . . . The House of Commons will, I believe, accept these proposals, the country will accept them, and in doing so they will show to the world an example of the indomitable British spirit in the face of difficulty. 'All our past proclaims our future: Shakespeare's voice and Nelson's hand, Milton's faith and Wordsworth's trust in this our chosen chainless land.

Bear us witness: Come the world against her, England yet shall stand.'" As Mr. Snowden, still suffering from the effects of his recent illness, sank back into his seat exhausted after a trying ordeal, the Prime Minister hastened to his assistance and placed his arm about him. Then followed a remarkable outburst of enthusiasm on the Government side of the House, partly, no doubt, an effect of the patriotic note in the quotation from Swinburne, and partly a personal tribute to the Chancellor, in view of his approaching retirement from politics. First the Liberals jumped up, cheering and waving their papers, and a moment later the Conservatives joined alike in the demonstration. Meanwhile the Opposition sat in frowning disapproval. In our illustration Mr. Snowden is seen being helped to his seat by Mr. MacDonald. The group on this bench includes Mr. J. H. Thomas, Sir Herbert Samuel, Mr. Baldwin, and Mr. Neville Chamberlain.



## PEOPLE AND EVENTS OF THE WEEK.



**LT.-COL. SIR REGINALD RANKIN, B.T.**

Died, September 10, aged sixty. Second Baronet. War correspondent, Morocco, 1908; Bulgaria, 1912. Climbed Aconcagua, 1902. Frozen to sleep during descent. The only man known to awake from such sleep.



**MR. ERNEST BAGGALLAY.**

Died, September 9, aged eighty-one. Well-known Metropolitan Police Magistrate for many years, successively at Greenwich, Tower Bridge, and Lambeth. M.P. (Conservative) for Brixton, 1885-7.



**MR. FRANCIS OUIMET.**

New Amateur Golf Champion of the United States. Beat Mr. Jack Westland, of Chicago, by 6 and 5. Here seen just after having received the trophy at the Beverly Country Club. Hails from Boston.



**THE EARL OF LAUDERDALE.**

Died, September 14, aged sixty-three. Head of historic Scottish house. Succeeded his father as fourteenth Earl, in 1924. Elected a Scottish representative Peer in 1929. Wounded in the Great War.



**PROFESSOR BRENTANO.**

Died recently at Munich. Had a European reputation as a political economist. Authority on English industrial history. Born in 1844, at Aschaffenburg. Professor of Political Economy at Munich, 1891 to 1917.



**THE EARTHQUAKE IN BALUCHISTAN: A PRISON OFFICE IMPROVISED OUT-OF-DOORS AT MACH.**

A serious earthquake occurred a few weeks ago in Baluchistan, and fresh shocks were reported from Quetta on September 7. A Reuter message of August 29 stated, regarding the first one: "Eight persons are known to have been killed. At Quetta and Ziarat there was no loss of life, but many buildings, including Government premises, have suffered damage. At Mach the new central gaol was damaged, and two warders lost their lives. Four civilians were killed by



**REMAINS OF THE GAOL AT MACH AFTER AN EARTHQUAKE: WRECKAGE OF A SOLID CONCRETE WALL 200 YARDS LONG.**

falling houses." Describing the scenes at Mach, forty-two miles from Quetta, our correspondent says: "On the night of August 27, when the shock occurred (at 9 p.m.) there were 400 prisoners in the gaol. They were transferred in total darkness, with the gaol rapidly collapsing on all sides, from their cells into a fenced-in enclosure, and not one was killed or escaped. This was done by one white man and about twenty warders, two of whom were crushed to death."



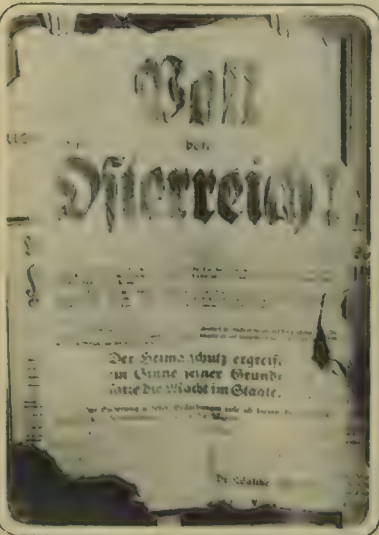
**EARTHQUAKE DAMAGE: A SCENE OF HAVOC IN THE BAZAAR AND MAIN STREET AT MACH.**



**A NEW TYPE OF LIGHT TANK (SHOWN ON THE RIGHT), REMARKABLE FOR SPEED AND GENERAL EFFICIENCY, WHICH HAS BEEN A FEATURE OF THE RECENT ARMY TANK EXERCISES ON SALISBURY PLAIN: A PHOTOGRAPH SHOWING A GROUP OF HEAVIER TANKS ON THE LEFT.**

Interesting developments in the mechanisation of the British Army have recently been demonstrated in the Tank exercises which have been held during the past week or two on Salisbury Plain. Some of the operations took place in open country, in the neighbourhood of Warminster.

A feature of the exercises was the appearance of a new type of light tank, which is notable for speed and proved its general efficiency. The light tanks were used for scouting ahead, and keeping the "enemy" engaged until the heavier machines could arrive on the scene.



**THE ATTEMPTED HEIMWEHR RISING IN AUSTRIA: A PROCLAMATION ISSUED BY DR. PFRIER, THE STYRIAN HEIMWEHR LEADER.**

Early on September 13 a *putsch* was attempted on a large scale, in Upper Styria, by the Heimwehr, an irregular military organisation. Their attempt to seize power began by the occupation of public offices and railway stations in a large number of towns, in most of which they mounted machine-guns. At the same time they posted proclamations stating that their leader, Dr. Pfrimer, had assumed the reins of government, and announcing a new provisional



**MILITARY ACTION BY THE AUSTRIAN GOVERNMENT TO SUPPRESS THE HEIMWEHR: PUTSCH TROOPS IN A COLUMN OF LORRIES ON THEIR WAY TO THE SCENES OF DISTURBANCE IN UPPER STYRIA.**

Constitution. The Austrian Government in Vienna took prompt measures, and hurried troops to the various centres of disturbance. It was stated on the 14th that the rising was at an end, and that several Heimwehr leaders had been arrested, but that Dr. Pfrimer had eluded capture. He had, however, issued a statement that he had laid down his command and advised his followers to return peaceably to their homes.



**THE HEIMWEHR LEADER WHO WAS REPORTED TO HAVE ELUDED ALL EFFORTS MADE TO ARREST HIM: DR. PFRIER.**



# SCENES OF DISASTERS CAUSED BY HURRICANE AND TRAIN-WRECKING.



A GENERAL VIEW OF BELIZE FROM THE SEA: THE CAPITAL OF BRITISH HONDURAS, RECENTLY VISITED BY A DISASTROUS HURRICANE AND A HUGE WAVE WHICH DESTROYED MOST OF THE TOWN AND CAUSED OVER SEVEN HUNDRED FATALITIES.



A MARKET IN BELIZE: THE TOWN WHERE SCHOOL-CHILDREN WERE IN PROCESSION IN THE STREETS WHEN THE HURRICANE FELL.



ST. JOHN'S COLLEGE, BELIZE: A BUILDING STATED TO HAVE BEEN DESTROYED, AND EIGHTEEN OF ITS INMATES KILLED, BY THE DISASTROUS HURRICANE.



AFTER THE EXPLOSION OF A BOMB HAD WRECKED A TRAIN ON THE BUDAPEST-VIENNA LINE: THE REMAINS OF COACHES HURLED DOWN INTO A RAVINE AT BIA-TORBAGY, THROUGH AN OUTRAGE WHICH RECALLS THE RECENT WRECKING OF AN EXPRESS AT JUDENBORG, IN GERMANY.



MISS HILDA FOWLDS, THE HEADMISTRESS OF A SCHOOL IN KENT, KILLED IN THE TRAIN-WRECK AT BIA-TORBAGY.

Belize, the capital of British Honduras, was swept by a hurricane and an immense wave on the night of September 10. The number of deaths was reported as between 700 and 1000. The greater part of the city was destroyed, and the damage amounted to £400,000. A telegram from the Governor, Sir John Burdon, stated that the situation was well in hand. The Admiralty ordered the cruiser "Danae" to proceed from Barbados to Belize, after taking in additional stores in Jamaica. The United States also rendered help—the U.S. minesweeper "Swan" arriving at Belize on September 12, and £1000 being voted by the United States Red Cross for medicaments.—The 1.30 train from Budapest to Vienna was derailed by the explosion of a bomb attached to the railway viaduct at Bia-Torbagy, in Hungary, on September 13. It fell into a narrow ravine, some 90 feet below. Among the dead, who numbered twenty-five, were Miss Hilda Fowlds, headmistress of a girls' school in Kent, and Mr. Harry Clements, an English merchant, who died of his injuries. Three pounds of ecrasite—an extremely powerful explosive—had apparently been placed in a small fibre suitcase. This was attached to the rails by two copper wires connected with an electric pocket-lamp in such a way that the passage of the train closed the circuit and ignited the fuse. The explosion tore away a long stretch of rail; the fourth coach was derailed, and fell into the ravine, dragging with it six other coaches and the locomotive, only the last three keeping the rails.



MR. HARRY CLEMENTS, A LONDON MERCHANT, WHO DIED OF INJURIES SUSTAINED IN THE TRAIN-WRECK AT BIA-TORBAGY.



# A BUDGET OF PICTORIAL NEWS: HAPPENINGS AT HOME AND ABROAD.



GREAT BRITAIN REGAINS THE RECORD FOR THE WORLD'S FASTEST "START-TO-STOP" RAILWAY JOURNEY: THE G.W.R. "CHELTENHAM FLYER," DURING ITS RUN FROM SWINDON TO PADDINGTON.

The record for the fastest start-to-stop railway journey in the world was regained by the Great Western Railway recently, when the "Cheltenham Flyer," on its first run under a new time-schedule, covered the 77½ miles from Swindon to Paddington in 59½ minutes. This achievement restores this train to the foremost position, lost last April, when the Great Western's speed record was beaten by the Canadian Pacific Railway.



THE FIRST STATE-SUBSIDISED OPERA EVER PRODUCED IN THIS COUNTRY: "THE BARTERED BRIDE," BY SMETANA, AT COVENT GARDEN—A CHORUS SCENE IN PICTURESQUE CZECH PEASANT COSTUME.

The first season of State-subsidised opera in England opened at Covent Garden, on September 14, with a revival of Smetana's comedy of Czech peasant life, "The Bartered Bride." The subsidy, it may be recalled, is due to the Chancellor of the Exchequer, and it is an interesting coincidence that the first production to benefit by it should occur while Mr. Snowden is himself so much in the limelight of public interest.



FIELD-TELEPHONES IN THE FRENCH ARMY MANŒUVRES: AN ELABORATE "EXCHANGE."

The autumn manoeuvres of the French Army began recently to the north of Rheims. The first action of a mimic war concluded on September 12, with a successful attack covered by a smoke-screen dropped by aeroplanes. Our photograph shows the telephone centre which was installed for communication with headquarters.



THE CREW OF A FRENCH PARIS-TOKIO AEROPLANE THAT CRASHED IN RUSSIA: (L. TO R.) MM. MESMIN (KILLED), LE BRIX (KILLED), AND DORET (ESCAPED BY PARACHUTE).



THE MAYOR OF NEW YORK IN LONDON: MR. J. WALKER (CENTRE) WITH THE LORD MAYOR. Mr. James J. Walker, the Mayor of New York, arrived in London on September 13. His reason for visiting London was stated to be a luncheon appointment with the Prime Minister. He drove in company with the Lord Mayor, Sir Phené Neal, to a residence in the West End placed at his disposal by a friend.



AN AEROPLANE INSCRIBED WITH NUMEROUS RECORDS OF PREVIOUS FLIGHTS: MM. CODOS AND ROBIDA EXAMINING THEIR MACHINE AT LE BOURGET BEFORE STARTING FOR TOKIO. Disaster overtook the aeroplane "Traité d'Union II," in which the distinguished French airman, M. Le Brix, and two companions, MM. Doret and Mesmin, started from Le Bourget on September 11 for Tokio. They crashed in bad weather in Russia. A message from M. Doret stated that both the others had been killed, while he escaped by parachute. Just after they left Le Bourget, MM. Codos and Robida also started thence for Tokio, but made a forced landing a few hours later.



A CURIOSITY IN FISHING CIRCLES: A LARGE CROWD OF ANGLERS ATTRACTED BY AN UNUSUAL SHOAL OF FISH AT HONOLULU.

A correspondent, in supplying the above unusual photograph states that a large shoal of *Halalu* fish recently appeared off Honolulu, and fishermen of all ages flocked to the water-front with one accord. The fish, it is surmised, were driven into the comparatively smooth water inshore by a storm. This remarkable shoal of fish remained in the harbour for about three days, during which time the inhabitants made the best of their opportunity.



“TROGLODYTE” LIFE NEAR PARIS: PREHISTORIC CAVES STILL INHABITED.



THE INTERIOR OF A HAUTE ISLE CAVE: A ROCK-SHELTER WHERE CAVE-MEN LIVED PERHAPS THIRTY THOUSAND YEARS AGO.



WHERE CHRISTIANS HAVE WORSHIPPED FOR MANY CENTURIES: THE ENTRANCE TO THE CAVE CHURCH OF HAUTE ISLE.



THE UNDERGROUND CHURCH OF HAUTE ISLE, WITH ITS SEVENTEENTH-CENTURY WOOD-CARVING: A VIEW TOWARDS THE ALTAR.



THE ENTRANCE DOOR OF THE CHURCH: WITH ITS GUARDIAN, AN OLD NORMAN PEASANT WOMAN OF SEVENTY-SIX YEARS.



STILL RETAINING MOST OF THE ORIGINAL CAVE FLOOR: ANOTHER PART OF THE INTERIOR OF THE UNDERGROUND CHURCH.



A MODERN HOME THAT ONCE WAS PROBABLY A SAVAGE'S CAVE: THE INTERIOR OF A HAUTE ISLE VILLAGER'S CAVE-DWELLING.



THE SAME HOME AS SEEN IN THE ADJOINING PHOTOGRAPH: ANOTHER VIEW SHOWING (ON THE LEFT) THE CURTAINED RECESS USED AS A BED-ROOM.

An interesting survival of “troglodyte” life is to be found at the village of Haute Isle, near Mantes, Seine-et-Oise, only forty miles from Paris. Its natural caves still form a home for men, as they did in prehistoric times, perhaps as far back as the Mousterian Age. According to Sir Arthur Keith's time-scale, the Mousterian culture flourished in Europe from about 40,000 to about 20,000 years ago. The culture is associated with Neanderthal Man, that strange, extinct race, with big heads and brains, beetling brows, receding chins, and bull necks, whose remains have now been found in most of the countries of Europe. The caves of

Haute Isle were certainly occupied at the beginning of the Christian era, and one of them was evidently in early use as a place of worship, being arranged in the form of a chapel. The present church of Haute Isle, with its belfry built out of the hill-side, its primitive benches, and fine seventeenth-century wood-carving, is one of the strangest of Christian shrines. Our lower photographs show the interior of a modern Haute Isle “troglodyte” home, simply furnished and spotlessly clean, but otherwise probably differing little from its appearance when Neanderthals emerged to hunt the mammoth and woolly rhinoceros.



## MICHAEL FARADAY, THE MAN WHO "MADE ELECTRICAL ENGINEERING POSSIBLE": DISCOVERER OF THE PRINCIPLE OF "ELECTRO-MAGNETIC INDUCTION," THE CENTENARY OF WHICH IS BEING CELEBRATED.

By SIR WILLIAM BRAGG, F.R.S., Director of the Royal Institution of Great Britain, Fullerian Professor of Chemistry at the Royal Institution, and Director of the Davy-Faraday Research Laboratory.

THE work of Michael Faraday, the great experimental philosopher, is to be commemorated this year by celebrations of which the chief take place on Sept. 21, 22, and 23. The ceremonies are to be followed by an exhibition in the Albert Hall, lasting for a fortnight. A replica of the Royal Institution's statue of Faraday is to stand in the

Of all his discoveries the most important in its consequences was that which he made on August 29, 1831. On that day electrical engineering was born; the generation of electric current on a useful scale then first appeared as a possibility. The same discovery constituted a very great advance in pure science. A century later, this year has been chosen for the general commemoration of all his work. Let me try to explain the day's discovery, since it has meant so much to all of us. It is generally described as the discovery of electro-magnetic induction. The word may be unfamiliar to many, but its meaning is not at all difficult to get at.

Magnetic induction and electric induction are old terms. A magnet attracts iron: it is equally well known that a piece of iron so attached to a magnet—for example, a nail—can attract other nails. So long as the first nail is attached to the magnet, it behaves like a magnet itself. The magnet has "induced" magnetic properties into it. This simple effect was discovered long ago. It is called "magnetic induction." Similarly, an electrified body can "induce" charges of electricity in other bodies. This is "electric induction," and is also an old story.

In 1820, Oersted, the Dane, showed that an electric current exercised force on a magnet: if, for example, the current was carried by a wire placed over a compass-needle and parallel to it, the compass was deflected from its north and south direction. The experiment was eagerly repeated by the philosophers of the day, and it soon became clear that all the magnetic effects then known could be shown by electric currents running in wires. When it is desired that this effect should be particularly manifested, it is usual to wind the wire into a coil, with or without an iron core. Multitudes of such "electro-magnets" are to be found round about us in dynamos, motors, wireless sets, electric bells, and so on.

Now, if a steel magnet can "induce" magnetism in another piece of steel or iron, and if a wire carrying a current is equivalent to a magnet, as Oersted and others had shown, might it not be expected that, if two coils of wire were placed side by side, and if a current ran in one of them, making it an electro-magnet, then a current would be "induced" in the other coil, making it a magnet also? We may be sure that the experiment was often tried, because it would have been of great interest if electric currents could be "induced" in this easy way, and it might be very useful. Faraday himself tried the experiment, and describes his trials in his diary. But he failed, as did others. We know now that there is no such effect. Nevertheless, the idea is not ill-founded: there is actually such a thing as the "electro-magnetic" induction which was sought for. It was not discovered at first because it was looked for in the wrong way, and the reason why Faraday succeeded on August 29, 1831, is because on that day Faraday looked for it in the way that was right.

We go back to the two coils lying side by side. Through one of them a current is running. If now the coils are moved with respect to one another, then there is a current in the second due to the change, trying to run while the change of position is being made and ceasing its effort when the change is at an end. Induction is there, but the effect is transient, as Faraday termed it. Relative motion is necessary, and this is the point that was missed before the day of the great experiment. The same effect takes place during any period of alteration of the current in the first coil, or if a magnet is brought up to the second coil or taken away from it, because the magnet is equivalent to the coil through which a current was running. This was an entirely unexpected effect: its discovery unfolded a new range of possibilities. If magnets and coils are whirled past one another, electric currents can be continuously and copiously generated: we have the dynamo, and the means of generating all the electric currents that we use. If currents are continuously started and reversed in one of the two coils, similar alternations of current take place in the other, and this is the principle of the transformer. The apparatus of Faraday was on the smallest scale, and the currents that were induced were so feeble that they could be detected only by sensitive recorders. The labours of the electrical engineer have developed therefrom the huge dynamos and transformers

of to-day, giving us electric current to be used for illumination, transport, transmission of intelligence, and for all the other familiar applications of electricity. Current could be obtained from primary batteries before Faraday's time, and we still use batteries for a few particular purposes. But our present employment of electricity would have been quite impossible if the discovery of electro-magnetic induction had not made the dynamo.

It must be said also that, though the dynamo is the most obvious consequence of Faraday's primary discovery, there were many other consequences of first importance which would take too long to describe in full. Moreover, there were other discoveries in the same field of electro-magnetism which were of the first order of significance. All the principles that he explained were

required, in conjunction with previous knowledge, as foundations for the structure which Clerk Maxwell reared, showing that electro-magnetic waves travelled with the velocity of light, and, indeed, that light consisted of such waves. From this came the wireless telegraphy and telephony which Marconi and other engineers have developed into so great a system. When Lord Kelvin was asked by the promoters of the Atlantic cable project whether experience with short cables already in existence justified their proceeding with the greater scheme, it was on certain of Faraday's experiments and theories that he based his affirmative reply.

On the theoretical side, the discoveries of Faraday in electricity and magnetism were largely responsible for the growth of modern physics, with its strange and fascinating concepts. Faraday's discoveries in other fields were also of first-rate importance. The organic chemist looks upon him as one of the pioneers of his subject, because he first isolated and described benzene. Electro-chemical engineering is based upon those relations between electric current and chemical decomposition which he discovered and arranged in their order. He was

one of the pioneers in the liquefaction of gases, so important a matter both in physical theory and in its application to industrial processes, and especially to refrigeration.

But the exhibition itself is a better exposition of the connection between the researches and their applications



FARADAY'S ELECTRO-MAGNETIC RING: A PIECE OF APPARATUS USED BY HIM IN 1831, AND HERE SEEN PLACED IN A POSITION CORRESPONDING TO THE DIAGRAM OF THE MS. IN THE ADJOINING ILLUSTRATION.

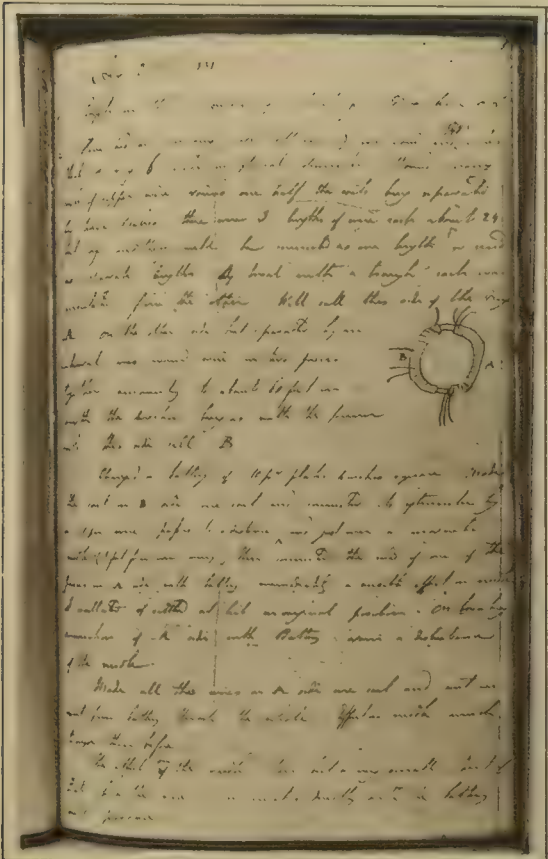
than can be given in paragraphs so few and brief as these must be. The story is a long one. The exhibition is an attempt to tell it more completely, and with illustrations. Nothing of the kind has been attempted before, and very much is to be hoped from its success.



HISTORIC ELECTRICAL APPARATUS: FARADAY'S ORIGINAL ELECTRO-MAGNET PRESERVED AT THE ROYAL INSTITUTION.

centre of the hall; round the feet will be arranged the original apparatus which he used and working models of his experiments. The rest of the hall is to be devoted to the exposition of the developments, scientific and industrial, to which his work has led. Many hundreds of delegates and guests are coming from all parts of the world, invited personally or as representatives of universities, academics, and professional bodies. Sympathetic celebrations are to be held in other countries.

The question may be asked—Why so much honour to the memory of this man? To this it is to be answered that his experimental work, more than that of any other person, laid the foundation of electrical science; and science of every kind is concerned more or less with electricity. Consequently, Faraday is venerated by every science student. Also his discoveries made electrical engineering possible, with all its immense applications to modern life. The electrical engineer looks to Faraday as the founder of his profession. The Institution of Electrical Engineers is meeting the cost of the exhibition and directing its arrangements. Faraday's chemical work was also of the highest importance, so that the chemist and the chemical engineer look on him as a pioneer. The Society of Chemical Industry is also contributing to the exhibition finances. There are other directions in which his work has been fundamental.



DATED AUGUST 29, 1831, AND BEGINNING "EXPERIMENTS IN THE PRODUCTION OF ELECTRICITY FROM MAGNETISM": A HISTORIC PAGE OF FARADAY'S MSS., WITH A DIAGRAM OF THE ELECTRO-MAGNETIC RING SEEN IN THE ADJOINING ILLUSTRATION.

In an article on this page Sir William Bragg explains the importance of the discovery which Faraday made in August 1831—namely, the principle of electro-magnetic induction, from which electrical engineering has practically developed. The page of manuscript illustrated here is a record of the great experiment in which Faraday used his electro-magnetic ring, which we also illustrate here, and is dated August 29, 1831, the date of his discovery of the principle of electro-magnetic induction.



# A SYMBOL OF OUR TIME: "THE MARCH OF THE DYNAMOS."

PHOTOGRAPH BY MARGARET BOURKE-WHITE.



## POWER FROM DYNAMOS MADE POSSIBLE BY FARADAY'S GREAT DISCOVERY ONE HUNDRED YEARS AGO.

We do not hesitate to link this impressive photographic study of dynamos in a hydro-electric power-station at Niagara—a study symbolical of electric power and all its multitudinous ramifications—with the name of Michael Faraday, the British scientist, of whom Sir William Bragg, in an extremely interesting article on the opposite page, says that "his experimental work, more than that of any other person, laid the foundation of electrical science." August 29, 1831, the day that Faraday made his famous

discovery of the principle of electro-magnetic induction, may justly be considered the birthday of electrical engineering. Faraday's other discoveries were also of primary importance. The Faraday Centenary Celebrations and the Faraday Centenary Exhibition at the Albert Hall have been organised by the Royal Institution of Great Britain in collaboration with the Institution of Electrical Engineers and leading electrical and chemical bodies. The exhibition will be open from September 23 to October 3.



# NEW LIGHT ON ANCIENT NUBIA: THE CAPITAL BEFORE AND IN THE EGYPTIAN PERIOD.



FIG. 1. STRANGE STELE, OR DEVOTIONAL PILLARS, IN THE NUBIAN CEMETERY AT ANIBE: TWO OF THE TWENTY-FOUR FOUND IN THEIR ORIGINAL POSITION (SEE ALSO FIG. 8).



FIG. 7. ONE OF THE CLAY IDOLS, WITH CRUDE PATTERNS AND INDICATIONS OF HAIR AND EYES, FOUND WITH THE DEAD IN NUBIAN GRAVES.

end of it, leading into the burial-chambers. The superstructure of the older tombs had a barrel vault, and stood directly above the shaft of the tomb. In the later tombs it was built as a brick pyramid, in the wall of which a Chapel of the Dead had been built. In many cases, an open courtyard was to be



FIG. 2. FUNERARY OFFERINGS OF POTTERY WHICH HAD BEEN DEPOSITED, FOR PROTECTION, IN A SMALL MUD-BUILT CHAPEL: A LATER FEATURE OF NUBIAN BURIALS AT ANIBE.



FIG. 5. BLACK-POLISHED BOWLS WITH INCISED PATTERNS: EXCELLENT EXAMPLES OF ANCIENT NUBIAN HANDICRAFT.

laid out by the Nubian population, the so-called "C group," which had taken possession of Nubia at that time. The cemetery contained about 1000 graves, in the form of circular stone cairns, arranged in a pit in the desert soil. The burials are almost always found with the skeleton lying on the right side, the head towards the east and the face towards the north (Fig. 3). The funerary pottery had been deposited outside the grave, mostly on the east side of the superstructure (Fig. 4). These offerings were later protected by being placed in small mud-brick chapels (Fig. 2). Personal ornaments and toilet objects are found placed with the body in the grave (as seen in Fig. 3). Among the various pieces of pottery



FIG. 8. A CONTRAST TO THE EGYPTIAN TOMB IN THE ADJOINING PHOTOGRAPH (FIG. 9): THE OLDER PART OF THE NUBIAN CEMETERY AT ANIBE—A GROUP OF ROUGHLY-CONSTRUCTED CIRCULAR STONE CAIRNS, WITH SOME OF THE PECULIAR STELE AS SEEN ABOVE IN FIG. 1.



FIG. 3. A SKELETON, STILL BEARING ARMLETS AND FINGER-RINGS, IN THE TYPICAL POSITION OF NUBIAN BURIALS—LYING ON ITS RIGHT SIDE WITH HEAD TOWARDS THE NORTH.

discovered, black-polished bowls with incised patterns (Figs. 5, 6, and 10) are an important feature and excellent examples of ancient Nubian handicraft; many specimens of which excite general admiration even to-day. The idols moulded from clay (Fig. 7) are also worthy of special attention: they are found laid in the graves with the dead. A very particular character is imparted to this Nubian cemetery by the strange *stele*, or pillars (Figs. 1 and 8), erected for devotional purposes, and of which no fewer than twenty-four have been exposed, exactly in their original condition, during the excavations. The cemetery thus acquires an additional interest, because it presents a most instructive picture of the native Nubian civilisation just about the beginning of the twentieth century B.C. One of the most important problems confronting the expedition was the investigation of the ancient city and fortress of Anibe, erected by the Egyptians after the conquest of Nubia about 1900 B.C. Six periods of architecture are clearly traceable, and, in spite of the serious ravages of time, a very good idea can be obtained of the manner in which ancient Egyptian fortresses were planned and built.

The large Egyptian cemetery already investigated by Professor Steindorff also belongs to the period of the Egyptian supremacy in Nubia. In fact, excavations were undertaken, before he came on the scene, by an expedition organised by the University of Philadelphia, under Messrs. D. R. MacIver and C. L. Woolley. In contrast to the round stone cairns of the Nubian "C group," the tombs in this cemetery are laid out entirely after the Egyptian pattern. The majority of the Egyptian tombs were shaft graves, the shafts being from six to thirty feet deep, with from one to five chambers opening out of them. Other tombs had a stepped dromos and a door at the



FIG. 9. A CONTRAST TO THE ROUND STONE CAIRNS OF THE NUBIAN CEMETERY SHOWN IN THE ADJOINING PHOTOGRAPH (FIG. 8): A TYPICAL EGYPTIAN TOMB, WITH SHAFT LEADING TO AN UNDERGROUND SEPULCHRE, IN THE EGYPTIAN CEMETERY AT ANIBE.

found in front of the pyramid. Most of the chambers of these tombs had already been plundered in ancient times. In spite of that, a large number of offerings have been discovered, objects obtained by the Egyptian colonists from their home land, and identical with those of the same period found in Egypt.

## DISCOVERIES AT ANIBE: INSTRUCTIVE RECORDS OF NUBIAN CIVILISATION.



FIG. 4. FUNERARY OFFERING OF POTTERY DEPOSITED OUTSIDE A GRAVE ON THE EASTERN SIDE: AN EXAMPLE OF THE EARLIER FORM OF BURIAL IN THE NUBIAN CEMETERY AT ANIBE.



FIG. 6. INCISED WITH "CHESSBOARD" AND "CHEVRON" PATTERNS: FURTHER SPECIMENS OF BLACK-POLISHED NUBIAN BOWLS.

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FIG. 10. FURTHER SPECIMENS OF THE BLACK-POLISHED BOWLS WITH INCISED PATTERNS OF THE TYPE SHOWN IN FIGS. 5 AND 6.



# The World of the Theatre.

By J. T. GREIN.

## THE MAGIC OF JOHANN STRAUSS.—TWO FINE PERFORMANCES: GORDON HARKER AND EMLYN WILLIAMS.

I CAME away in beatitude. I have always adored the waltzes of Strauss, the father and the son, Johann I. and Johann II. I remember, years ago, when the elder made a European tour and enchanted the kings and the commons by the swing and lilt of his melodies. I remember, more vividly, when in Amsterdam, at the World Exhibition of 1883, night after night thousands of people thronged around the kiosk and hummed, with pattering impatient feet, the favourites even before Johann II. ascended the conductor's platform. He was then at his zenith. Still a young man, with dark curls and a fierce moustache, he led off with serious mien, and swung his baton—the bow of his fiddle—with the air of a commander. But soon he fell to the spell of his own compositions. As if to spur on his orchestra, he raised his violin and began to play entrancingly; anon he started marking time with his feet; at length he danced a *pas seul*, turning now to his fellow-players, now to his audience—a swaying mass of humanity, yearning to dance instead of to listen.

I thought of those happy days when I went to the Alhambra, and I wondered whether, after all these years, in our age of jazz the music of the Strauss family would appeal to the younger generation. Of myself I was sure, for I knew their every waltz and operette; they are to me an everlasting remedy against the blues. But the people of to-day, who are more matter of fact, would they be ensnared, would they scent the romance, the feeling, the electrifying force of these tunes, so simple and so unaffected, born of composers who belonged to the most lighthearted race of their time? The answer came swiftly. No sooner had the overture drifted into the melodious waters of the best-known *motifs* than the audience was carried away by the current. You could read it in smiling faces; you could hear it in soft warblings under their breath; you could see it in expressive looks, in restless wriggling of limbs. And then the tale began; the ambition of young Strauss, the sentimental love-affair with Resi, the paternal order to give up music and stick to business, the irresistible urge of Johann II. to be heard. It was like a fairy-story unfolded at the bidding of Melpomene, almost archaic in its structure, but oh! so tender—the story of genius battling against convention and paternal authority. And

sure that by this time the waltzes of the father would not seem banal when compared with those of the son. For not only in dance-music but in his operettes, Johann Strauss II. proves his inexhaustible fund of inventive originality, and no doubt in course of time Sir Oswald Stoll, rewarded for his colossal enterprise by an unprecedented success, will follow up "Waltzes from Vienna" with "Airs from Strauss"—the airs of "Fledermaus," "Der lustige Krieg," "Boccaccio," and twenty other works which would form a *Wiener mélange* of exquisite



A STRIKING COSTUME, INSPIRED BY HUNGARIAN PEASANT DRESS, IN "VIKTORIA AND HER HUSSAR": MISS MARGARET CARLISLE, WHO PLAYS THE TITLE-ROLE IN THE MUSICAL PLAY WHICH SIR ALFRED BUTT ARRANGED TO PRESENT AT THE PALACE THEATRE ON SEPTEMBER 17.

The prologue of "Viktoria and Her Hussar" is laid in a prison camp in Siberia; the first act in Tokio, the second in Petrograd, and the third somewhere in Hungary.

aroma. But sufficient unto the day: this production is, in the musical line, without exception the unsurpassed melodious triumph of an era; it even caps the appeal of "White Horse Inn," that other gigantic production, which will probably for ever turn the Coliseum into a home of music instead of a music hall.

At the matinée I saw, some of the parts were played by other players than in the evening: of course there was Mr. C. V. France, a noble Johann I.; of course there was Miss Marie Burke, with her glorious voice and regal manner; of course there was Mr. Davy Burnaby, ever-green quaint Mr. Robert Nainby, and that fruity couple of comedians, Mr. Tarver Penna and Mr. Ambrose Manning; these had comparatively shorter parts. Evidently the strain was so great on Resi and Johann II. that wisely the couple was doubled, and so I saw Miss Adrienne Brune and Mr. Esmond Knight. They were both excellent, in song as well as acting. Miss Brune, perhaps, reminded one more of one of "the old maids of Lee" than a Viennese maid, but she was all sweetness, youth, and feeling. We found it an awful pity—and a little unjust—that Johann, in his hour of triumph, gave up so delightful a girl (it is a little snag in the libretto). And Mr. Knight was in appearance in manner an almost ideal impersonator of the young Strauss, not only because he sang with his heart in his voice, but because he acted with a sincerity rare in operatic singers; he seemed to dwell in an artistic Nirvana, and, as he directed the "Danube," there was no suspicion of acting, but a total abandon of his feelings to the strains of his composition. On the next occasion I will refer to the other couple, for, as I wrote to my friend Mr. Archibald Haddon, the astute and urbane Press representative of Sir Oswald Stoll, when conveying my congratulations to the latter, I intend to see "Waltzes from Vienna" a score of times.

In "The Case of the Frightened Lady," Edgar Wallace's latest thriller, now running with great popularity, there are two performances among many others so magnificent that they deserve a special place in the sun. I refer to Mr. Gordon Harker's detective and to Mr. Emlyn Williams's Lord Lebanon, the most enigmatic figure in the play. But this time Mr. Harker's talent is universally acknowledged. His method and that of Mr. J. H. Roberts are unique on our stage. He depicts the man of the Yard to such perfection that there is no question of make-believe, but of sheer realism. He is wholly natural, he makes no visible effort, but his very personality rivets attention. Every word he utters has

its own meaning. He accentuates by the curve of his lip, a glance, a wriggle, a sardonic smile; he is apparently nonchalant, he ambles through the play much after the manner of Sir Gerald du Maurier, whom he resembles like a twin brother. Someone aptly said: "He is the Cockney edition of du Maurier." The same seeming phlegm, the same surety of himself, the same unobtrusive yet telling manner of speech. Yet what great study lurks under this placid surface; how he knows the peculiarities of the detective, how searching is his eye, how penetrating his every question, how he transfixes the suspect and counters doubtful answers with a mere twist of facial muscles! He hides, under outward bonhomie, his complete familiarity with human nature in all its phases.

One longs to see him in characters of a wider range. He conjures up visions of some Dickensian characters, for there is something of the old world in him; in aspect and in ways he revitalises the Victorian era by his matter-of-fact thoroughness. In my mind's eye, I see him wandering through the old inns of the City, in striking contrast to the dilettante man of to-day, a sturdy figure, characteristic of the less cosmopolitan London that was, a figure once seen never forgotten.

The other remarkable performance is that of young Emlyn Williams, who has already, in "A Murder has been Arranged" and "Glamour," made his mark as an author as well as an actor. He is another example of the artist who is not content with playing a part, but who plumbs it to its very depths. At once, when he makes his appearance at Scotland Yard, we notice something odd about him. He speaks rapidly, he interrupts his sentences to strain to side issues, he sometimes telescopes them so markedly that we wonder what is the matter with this quaint, studious-looking, bashful young man. He seems nervous and cowed, yet he hides his *gêne* under a veneer of perfect manners. Not till much later in the play shall we find out that this suave, this lovable boy, slavishly subservient to his mother, trembling at the constant presence of his weirdly domineering footmen, is a dangerous maniac; that it is he who is responsible for the murders at the Castle, although on the surface he remains the most amiable of mortals. But madness will out at the most unexpected moments. In a seemingly casual conversation with the detective, the young lord's manner becomes agitated. His nervous fingers playfully handle a revolver, his whole being trembles in fidgety movements. Around his lips hovers a gentle, seemingly un-offensive smile. Suddenly he starts staring, his vacant eyes begin to shed a mystical lustre; now it flares up, now it vanishes—that is madness as we may have witnessed it in asylums, as others visualise it from books. It is a painfully wonderful manifestation, culminating in a wild outburst, testifying to the great versatility, to the power of observation and absorption, of Mr. Emlyn Williams—a performance of which a star of the first magnitude might be proud, and which heralds great promise of the future of this gifted young actor.



A MAGNIFICENT EIGHTEENTH-CENTURY PARURE IN A SHERIDAN REVIVAL: MISS FRANCES CARSON AS BERINTHIA IN "A TRIP TO SCARBOROUGH," AT THE ST. JAMES'S THEATRE.

Sheridan's little-known play, "A Trip to Scarborough," adapted from Vanbrugh's "The Relapse," was given at Sir Barry Jackson's Malvern Festival, and proved a great success there. Mr. Ayliff's production and Mr. Paul Shelving's costumes were received with the enthusiasm they fully deserved; and after a brief visit to Birmingham, the London presentation was arranged for September 14.



LATE VICTORIAN COSTUME ON THE STAGE: DORIS WILDER (MISS THEA HOLME; CENTRE) IN A DARING HAT WHICH DOES NOT MEET WITH THE APPROVAL OF HER PARENTS (SIR NIGEL PLAYFAIR AND MISS MARY JERROLD)—A SCENE FROM "THOSE NAUGHTY 'NINETIES," AT THE CRITERION.

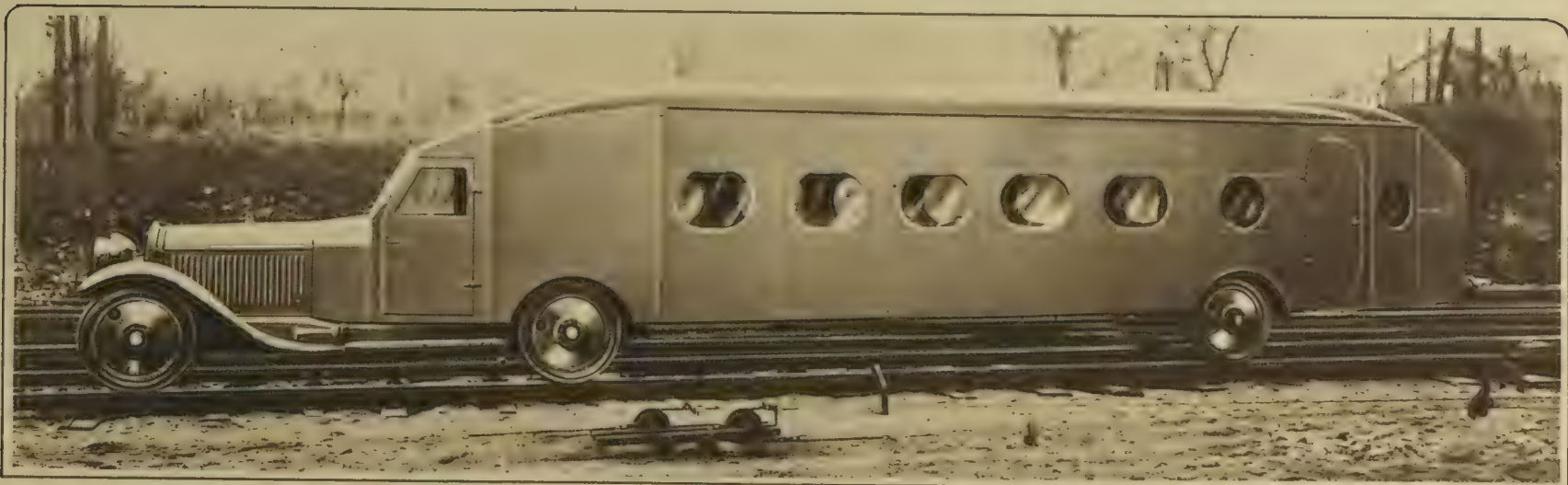
The writers of this comedy, Mr. Savage Graham and Mr. Ronald Simpson, find abundant sources of fun in the absurd clothes, the exaggerated decorum, and the snobbery of the 'nineties.

all the time there was the gaiety of Vienna in the background, the joy of the pleasure-gardens, the pageantry of the happy citizens above all, the adoration of Johann I., without whom Vienna was an orphaned city.

When, by gentle stratagem, at length Johann II. had the chance of his lifetime and conducted his "Blue Danube," when the populace hailed him as a worthy—aye, a worthy—sapling of the old tree, when the father surrendered to the even greater talent of his son, the effect on the London audience was indescribable. Not only by the ingenious mechanism which conjured up the orchestra from the depths of the subterranean stage, the wonder of invention due to Mr. Hassard Short, but by the immortal magnetism of the waltz that made Johann II.'s reputation, and makes all the world kin by its romantic suavity. I could say a great deal more of the score of this felicitous correlation of the music of the two Strausses—the difference in construction, the flight of their imagination, and I am not



## THE 78 M.P.H. "RAIL-BUS": PNEUMATIC TYRES ON RAILS.



THE NEW FRENCH VEHICLE DESIGNED TO RUN ON RAILWAY LINES WITH RUBBER TYRES: A TEN-SEATER, WITH A 46-H.P. HISPANO ENGINE GIVING IT A MAXIMUM SPEED OF 78 M.P.H., WITH A USEFUL LOAD OF ABOUT 18 CWT.



A "MICHELIN" OR "RAIL-BUS" ON THE PALAISEAU-CHARTRES LINE: A MEANS OF TRACTION INVOLVING ONLY SOME 3 CWT. OF DEAD WEIGHT PER PERSON CARRIED COMPARED WITH THE TON AND MORE REQUIRED BY THE TRAIN SEEN BELOW.



A LOCOMOTIVE AND TRAIN ON THE PALAISEAU-CHARTRES LINE: A MEANS OF TRACTION NECESSITATING MORE THAN A TON OF DEAD WEIGHT PER PERSON CARRIED COMPARED WITH THE 3 CWT. OR SO REQUIRED BY THE "RAIL-BUS" SEEN ABOVE.



THE WHEEL OF A "RAIL-BUS": A METAL FLANGE; A RUBBER TYRE, REINFORCED SO THAT IN CASE OF PUNCTURE IT CANNOT GO DOWN MORE THAN A CENTIMETRE.



THE METHOD OF CHANGING A WHEEL ON A "RAIL-BUS" IN THE EVENT OF A PUNCTURE: AN OPERATION OCCUPYING FIVE MINUTES.

The "Micheline" vehicle, or "Rail-Bus," a motor-coach fitted with pneumatic tyres specially adapted to run on railway lines, has recently attracted considerable attention. One of these machines made the journey from Paris to Deauville in 2 hrs. 14 mins. on September 10. The fastest trains take 2 hrs. 35 mins. over the same route. M. Marcel Michelin was himself the driver on this occasion, and among the passengers were the Director-General of the French State Railways, and M. André Citroën. This particular vehicle was fitted with a 46-h.p. Hispano engine, and is capable of about seventy-eight m.p.h. on a straight stretch. The "Rail-Bus" on this occasion was a twenty-four-seater, and may therefore be taken to be similar in type to the twenty-four-seater illustrated on this page. It is claimed that a great saving in time and money will be made by the adoption of these light coaches, of which the advantages as against those of an ordinary



A "RAIL-BUS" SEEN FROM THE BACK: A PHOTOGRAPH SHOWING CLEARLY THE CONSTRUCTION OF THE WHEELS, WITH FLANGES INSIDE PNEUMATIC TYRES.

train may be briefly stated as follows. The pneumatic tyre to a large extent eliminates the shocks to which a vehicle is subjected in travelling over permanent way at the joints between successive lengths of rail; consequently a "Rail-Bus" can be of much lighter construction than a locomotive and train on iron wheels. The dead weight of material necessary to transport one passenger in a train on iron wheels is given as over a ton; on a "Rail-Bus" as only 3 cwt. of dead weight. Its lightness, taken in conjunction with the great grip that rubber tyres have, has the effect of increasing the rates of acceleration and slowing down. A train may take nearly a mile to reach a speed of 50 miles per hour—a "Rail-Bus" attains that speed in some 650 yards. At a speed of 50 m.p.h. a train takes at least a kilometre to come to a standstill; a "Rail-Bus" stops in a hundred metres.





## A PAGE FOR COLLECTORS.

### MODERN TASTE AND ANCIENT CERAMICS.

An Appreciation of "Chinese Ceramics in Private Collections"\* by FRANK DAVIS.

roughly for a hundred years after 1675—and generally of that charming pictorial and narrative type which has captivated countless Europeans since the wonderful porcelains from the East first found favour in the eyes of merchant adventurers. The other six, while not despising the eighteenth century, are more interested in the earlier wares, which have only comparatively recently been available in any quantity—mainly, of course, from excavations.

to Buddhist temples. Of yet earlier pieces, four, from the Six Dynasties period, also in Mr. Oppenheim's collection, are very choice. It is notorious that the Chinese have always had an extraordinary feeling for animals, and they are never afraid to mingle a very real sense of humour with their uncanny craftsmanship.

Thus the dog of Fig. 1 is unquestionably a dog; but what a cunning, ungainly, irritating, and lovable brute! Fig. 1 (centre) can only be an owl, but an

owl that has suffered some inexpressible affliction—an owl about to sing a comic and lugubrious song upon the music-hall stage. Of the same period, but more naturalistic, are the man and bird of Fig. 4. The man is holding up some food towards the small bird perched on his right wrist, and his lips are pursed and protruded a little as he encourages his pet to take it: at the same time the potter has caught with wonderful skill the pose of the bird's body as it stretches forward ready to make a dash across to the other hand. The fourth Six Dynasties example, that of the dwarf (Fig. 1), is uncanny in its vivid and lumbering ungainliness.

A point that is emphasised in more than one place is that the beginnings of the blue and white that was one of the glories of the reign of K'ang Hsi are to be found not in the Ming Dynasty, but as early as Sung times, and it is interesting to remember that, though the technique

was understood during the Sung Dynasty, the fashion among Chinese collectors of the period remained faithful to the beautiful monochromes which will always be remembered as its great achievement until the taste for blue and white gradually began to create a demand under the Ming Emperors. In this connection, there is an illustration of a remarkable vase which, with its companion, belongs to Mr. Charles Russell's collection. Its inscription clinches a great



FIG. 1. CHINESE FIGURES OF THE SIX DYNASTIES PERIOD FROM THE COLLECTION OF MR. H. J. OPPENHEIM: A QUAIN STUDY OF A DOG (LEFT, 5 IN. HIGH); A STAND IN THE FORM OF AN OWL WITH A COMICALLY LUGUBRIOUS EXPRESSION (CENTRE, 3½ IN. HIGH); AND A DWARF (RIGHT, 5½ IN. HIGH).



FIG. 3. A SUNG PERIOD BOTTLE OF GREAT BEAUTY FROM THE COLLECTION OF MR. H. J. OPPENHEIM: A PIECE REMARKABLE FOR THE DELICATE TONE OF ITS MILKY BLUE YING CH'ING GLAZE. (HEIGHT, 6½ IN.) Reproductions by Courtesy of the Publishers of "Chinese Ceramics in Private Collections," Messrs. Halton and Truscott-Smith.

It has often been remarked that the Sung potters drank in beauty as easily as they breathed air; the shapes they evolved are so lovely and the sobriety of their glazes so compelling. Four colour-plates in this volume, all of objects belonging to this dynasty, are enough to convince anyone that our early traders saw little of what this extraordinary nation was capable of producing, and that the frenzied efforts of European potters to emulate these extraordinarily delicate shades—not to speak of the forms of the vessels—have so far met with no success.

There are very few glazed T'ang wares illustrated, but one from the Oppenheim Collection, that of a lion (Fig. 2), is exceedingly rare and reminiscent of the great sculptured beasts that guarded the approach



FIG. 4. A MAN FEEDING A BIRD PERCHED ON HIS HAND: A REMARKABLY NATURALISTIC PIECE OF THE SIX DYNASTIES PERIOD, FROM THE COLLECTION OF MR. H. J. OPPENHEIM. (8½ IN. HIGH.)

deal of argument, for it dates this piece to the year 1352, and is, says Mr. Hobson, "of capital importance as showing not only the nature of the ware made at this period and the quality of the blue used, but because it is an article made for temple use and not, like most of the other pre-Ming specimens which have come from China, part of a grave garniture."

THIS volume is a welcome reprint in book form of a series of articles which appeared in a now-defunct magazine. The letterpress is by Messrs. Hobson, Rackham, and King—three names which connoisseurs justly interpret as signifying ripe scholarship and sound judgment in all that pertains to the study of Chinese pottery and porcelain. The book is admirably illustrated, and for this reason alone can be confidently recommended: it is as well, however, to warn beginners that the authors presuppose a certain amount of preliminary knowledge on the part of the reader.

Seven private collections are discussed, and a great many people, who have for years been accustomed to think that most fine things inevitably drift across the Atlantic, will be surprised and delighted to see with their own eyes what superb collections have been built up during the last twenty years or so by Englishmen whose names are practically unknown outside the circle of their friends and acquaintances. The collections dealt with have also a particular interest, for they illustrate extremely well the fuller understanding of Chinese ceramic art, which only became possible in the opening years of the present century, for even as late as 1910 there were comparatively few good specimens from the T'ang and Sung dynasties on the European art market, and not even Ming wares were appreciated at their true value.

Of the seven collections illustrated and described, that of Mr. W. J. Holt is the most conservative in the sense that it keeps more or less to the standards

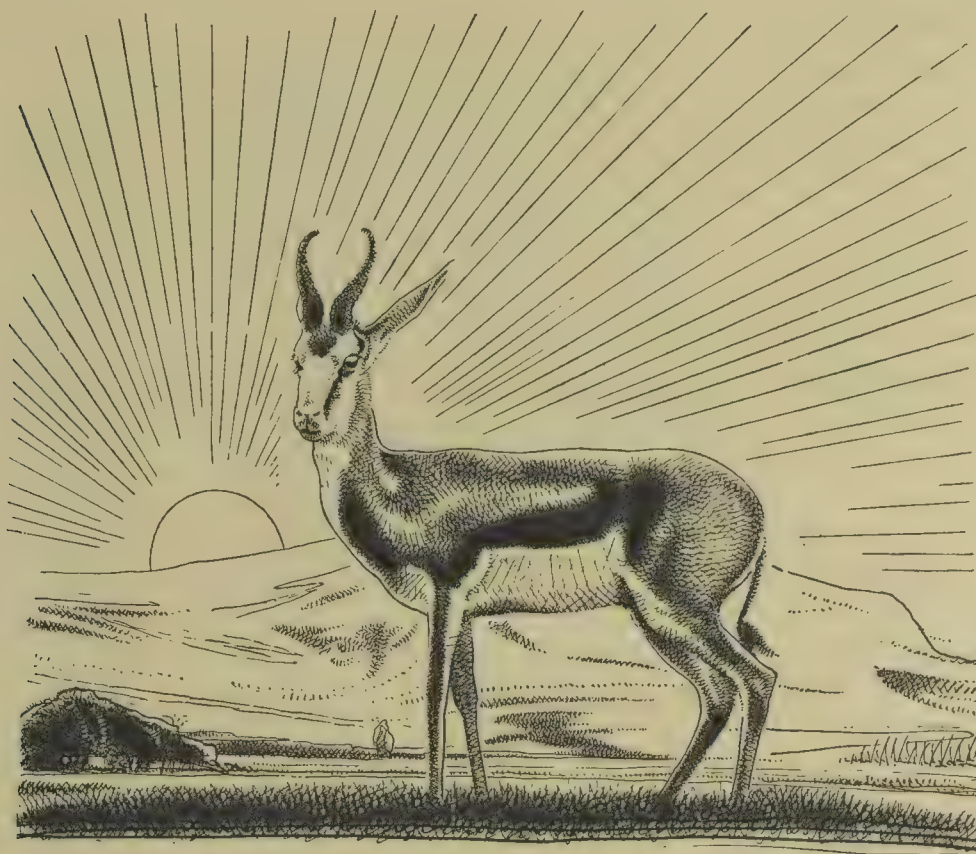


FIG. 2. A SPLENDID MODEL OF A GUARDIAN LION—SUCH AS STOOD AT THE ENTRANCE OF BUDDHIST TEMPLES IN THE T'ANG PERIOD: GLAZED T'ANG WARE OF GREAT RARITY FROM THE COLLECTION OF MR. H. J. OPPENHEIM. (HEIGHT, 10½ IN.)

of the collector of the nineteenth century, and is mainly confined to examples of wares made during the reigns of K'ang Hsi, Yung Cheng, and Chien-Lung—

\* "Chinese Ceramics in Private Collections." (Halton and Truscott-Smith, Ltd.; Price 5 guineas.)





## WINTER TRAVEL *versus* DEPRESSION.

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## KNOWLEDGE OF THE WORLD "HUMANISED."

KNOWLEDGE of fundamental facts is the means of achieving progress in every sphere of life. One of the most striking instances of this was the life of Michael Faraday, whose discovery of electro-magnetic induction in 1831 is being celebrated this month. He began work as an errand-boy to a book-binder, but the work gave no chance of developing his intelligence until, in 1805, at the age of fourteen, he became an apprentice and dealt with many of the books that passed through the bindery. Amongst these was a set of the "Encyclopædia Britannica," then in its fourth edition. The young Faraday became fascinated by the articles on chemistry and electricity and began studying the subjects in his leisure hours. He attended lectures, read voraciously, and by his



MASTERPIECES OF THE POTTER'S ART: EXAMPLES OF BEAUTIFUL CHINESE PORCELAIN AS ILLUSTRATED (IN COLOURS) IN THE "ENCYCLOPÆDIA BRITANNICA."

zeal came to the notice of Sir Humphry Davy, who offered him scientific employment. From this chance beginning, the casual reading of collected articles by great experts, written in a form easily



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understandable by the layman, emerged the most far-reaching scientific discovery of the age—that of electro-magnetic induction, which forms the basic principle of countless electrical wonders of to-day, such as electric light, telephony, wireless, and kindred applications.

Faraday was fortunate in having the volumes of the Encyclopædia pass through his hands, for in those days such a work was the prerogative of the comparatively wealthy. To-day, the publishers regard the work as an educational necessity, and have

endeavoured to make the new fourteenth edition available for the average family, not only by "humanising" it, but in the important matter of price, which has been brought within the means of practically everyone and has been reduced nearly one-third of the former standard charge. Furthermore, this can be spread over a number of months by means of an easy subscription plan. The twenty-four large and well-bound volumes carry in words the equivalent of five hundred ordinary-size books and contain within their bindings the creative knowledge of all the world down to the present time. The text is written by authorities on every subject and there are more than 15,000 illustrations. A well-illustrated booklet, giving colour-plates, maps, and sample pages, will be sent post free to all readers who apply to the "Encyclopædia Britannica," Imperial House, 80, Regent Street, London, W.



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## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

**M**OTORISTS are fortunate that super-production of oil has reduced the price of petrol, now that the new Supplementary Budget increases the tax of 6d. to 8d. per gallon. Even with this impost the



A NEW MORRIS COWLEY SALOON BELOW THE OLD MARKET HALL OF WOOTTON BASSET: A MORRIS CAR WITH A NEW STYLE OF RADIATOR AND A LONGER BONNET LINE.

best brands now cost only 1s. 4½d. per gallon, and 50 per cent. of its cost to the public is the tax. Motor spirit, in the cheaper and less refined petrols, is actually being sold at 5d. per gallon wholesale, excluding the tax, as the odd halfpenny is the fee which the fuel companies pass on to the public for making the petrol-duty payment in advance before delivery. All users of petroleum spirit will be glad to see the day our English Government will be able either to reduce this tax of 8d. per gallon or abolish the horse-power tax on cars and the licence fees on commercial motors. Last year the petrol consumption amounted to the colossal total of 1026 million gallons. A penny tax on this amount produces £4,275,000 per annum.

Consequently, the revenue to the Exchequer has been increased by £8,550,000 by this extra 2d. per gallon tax which Mr. Snowden has added to the 6d. per gallon we already have had to pay. In a complete financial year the Treasury will take £34,200,000 by the petrol tax from motor-owners' pockets. To this sum must be added the present revenue from the horse-power tax and licence fees for heavy commercial motors. This was £21,675,951 for this year up to May 31, and for the full twelve months will total about £28,500,000. So motorists will pay a total of £62,700,000 in road-tax licences and petrol duty in the next financial year if the 8d. fuel tax is not reduced before Sept. 11, 1932.

### Saturday Luck: Quick Business.

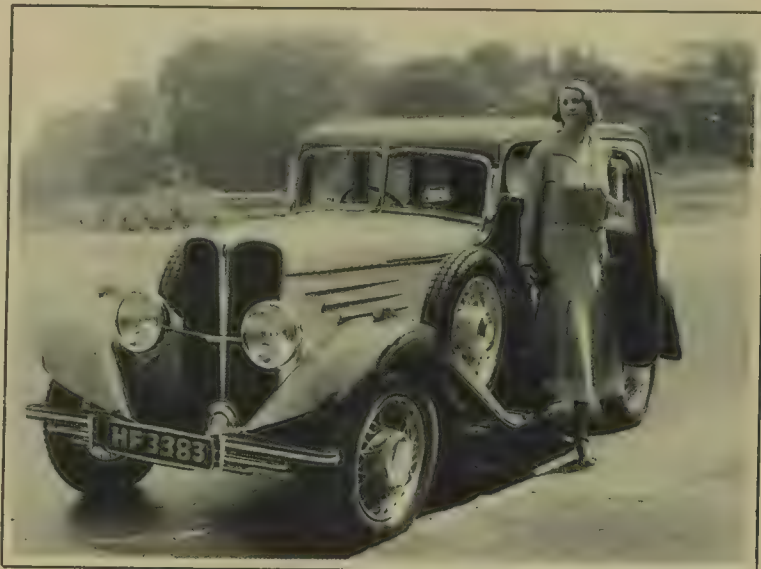
There is an old saw which says that "a Saturday's child has to work for his living," but I know the men who work on Saturdays often "pick up a plum," to quote another wise saw. A case in point came to my notice recently when a customer walked into the show-rooms of Messrs. Pass and Joyce, of Euston Road, London, on a Saturday morning early in this month at 11 o'clock. At 11.45 he had agreed to purchase a new Rolls-Royce car—which, by the way, was actually in the basement of the Rolls-Royce show-rooms at Conduit Street, near Bond Street. The car was registered, insured, number-plates fitted, deferred payments arranged, A.A. examination concluded, triptyque issued by

the A.A., bankers' indemnity arranged, and the car checked over; and the customer with his new Rolls-Royce was *en route* for the Dover boat for France at 2.55 p.m. that same day. A quick deal and an even quicker service, which I doubt any country could beat in point of time, considering the number of details which had to be arranged in the four hours. I often read that we English have much to learn in regard to Service, with a capital "S," in this country from America, but after this performance I shall doubt the criticisms against our motor folk. Mention of America reminds me that the leading car-manufacturers in the U.S.A. have reaffirmed their agreement that no new models will be offered before late November, and then all are to reveal their novelties at the same time.

### Isotta Adopts Pre-Selective Gear.

The 1932 Isotta Fraschini chassis is to be fitted with either the ordinary three-speed sliding gears or the Wilson epicyclic pre-selective four-speed gears, as fitted to both Armstrong-Siddeley

(Continued overleaf.)



A CAR OF UNUSUALLY DISTINCTIVE APPEARANCE: A 1932 "KAYE DON" SINGER SIX, OWNED BY MISS VIOLA TREE, WHO IS SEEN HERE ON THE RUNNING-BOARD.

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LINCOLN



FORDSON

AIRCRAFT



(Continued.)

and Daimler cars. The cost of the chassis is £1950, and that with the standard type of gear-box £1850. From personal experience I should willingly pay the extra £100, especially for an Italian car which has to climb Alpine passes as our cars here travel up mere gradual ascents like the Hog's Back. This is the original eight-cylinder luxury car, as these multi-cylinder motors were sold in Europe many years before other countries took to eight-cylinder engines. The present rating is 44.3 h.p. To my mind, one of the nice qualities of this high-class production is the attention which has been paid to small matters; thus both brake and clutch pedals are encased in concertina leather covers in order to exclude draught and fumes arising through the openings in the floor-boards; a steering damper is combined with the drop-arm of the control; and fuses are placed accessibly on the dashboard and lettered for identification. The radiator is somewhat deeper and has hand-controlled shutters with temperature-gauge on the fascia, so the driver can keep his engine at its best economic heat. This car can travel at 95 miles an hour with a full-sized carriage body, and thus has all its equipment suitable for fast yet smooth and comfortable touring.

### An "Auburn" Eight-Cylinder.

The Sinclair Motor Concessories, Ltd., of 2, Mill Street, Conduit Street, London, W.1, tell me the 29-h.p. eight-cylinder "Auburn" will make its appearance at Olympia with a long wheelbase carrying a seven-seater limousine body. Also that the occasional seats are wide and so close to each other that three people can sit on the combined two seats at a pinch to carry an extra passenger. This limousine is priced at £640 with its 11 ft. 4 in. wheelbase, as compared with the 10 ft. 7 in. one of the standard "Auburn" eight-cylinder chassis. One of the notable features of the "Auburn" standard saloon, selling at £415 to £470, according to the style of coachwork, is the automatic lubrication of the chassis, effected from a reservoir by engine suction on the Bijur principle.

### Packard in Canada.

A new company has been formed by those interested in the Packard Company, styled Packard of Canada, with works at Windsor across the river from Detroit, to build these cars for the Canadian market and export sales to British Dominions where preferential tariffs are in force for British-made goods. Here in England Packard sells two cars, one of 33 h.p.

(Continued in column 3.)

## CHESS.

CONDUCTED BY ERNEST IRVING.

TO CORRESPONDENTS.—Letters intended for this department should be addressed to the Chess Editor, "The Illustrated London News," 346, Strand, W.C.2.

SOLUTION OF PROBLEM No. 4089.—("Quo Vadis?" BY RUDOLF L'HERMET.)

[8; 8; 2KtQ3; 7B; 8; 2P5; ppP5; kS6; mate in three.]

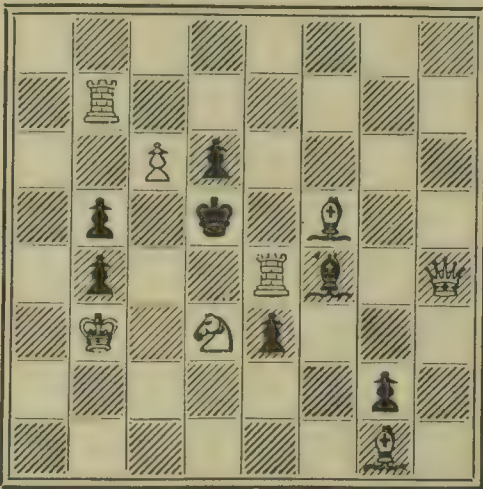
Keymove: KB7 (Kc6-c7).

If 1. — P×Kt=Q or Kt, 2. BB7 and 3. QR2 mate; if 1. — K×Kt, 2. QK1ch, K×P; 3. QQ1 mate.

This characteristically ingenious l'Hermet is well named "Quo Vadis?" as the King has eight squares to choose from, and only one is right! If he goes to Kt7, Q7, Q6, B5, Kt5, or Kt6, the reply is P×Kt(Q); and after 2. BB7, the Black Q checks, defeating the solution. If QQ5, P×Kt(Q); 2. BB7, QR1! and if 1. BB7—then K×Kt. Those who, like ourselves, enjoy an *idea* in a problem, always read l'Hermet's name with a glow of anticipation.

PROBLEM No. 4091.—By T. K. WIGAN (Woking).

BLACK (7 pieces).



WHITE (8 pieces).

[In Forsyth Notation: 8; rR6; 2Pp4; rP1k1B2; rP2Rb1Q; rK1Sp3; 6p1; 6B1.]

White to play and mate in two moves.

CORRECT SOLUTION OF PROBLEM No. 4086 from C H Battey (Prov., R.I.); of No. 4087 from James Smedley (Brooklyn), P J Wood (Wakefield), E Pinkney (Driffield), Francesco Ribiero (Shanghai), J M K Lupton (Richmond), H Richards (Hove), and J H Kahn (Birmingham); of No. 4088 from P J Wood (Wakefield), H Richards (Hove), E J Gibbs (East Ham), J M K Lupton (Richmond), and E Pinkney (Driffield); of No. 4089 from C H Battey (Prov., R.I.), H Richards (Hove), Julio Mond (Seville), J M K Lupton (Richmond), E Pinkney (Driffield), Leonard Bassett (Cardiff), H Kahn (Birmingham), M E Jowett (Grange-over-Sands), and Bernard Trumper (Llanbradach).

CORRECT SOLUTIONS OF GAME-PROBLEM LXII. from J Smedley (Brooklyn), Albert Taylor (Sheffield), E G S Churchill (Blockley), Leonard Bassett (Cardiff), Bernard Trumper (Llanbradach), and E Pinkney (Driffield); of LXIII. from J Barry Brown (Naas), R S (Melrose), Frederick N Braund (Ware), and Julio Mond (Seville); and of LXIV. from Leonard Bassett (Cardiff), H Richards (Hove), H Kahn (Birmingham), and J H Clifford (Golders Green).

### ANSWERS TO CORRESPONDENTS.

MARTIN BEHRENS (Denbigh).—You have overlooked 1. — P×Kt(Q) in No. 4089. Curiously enough, other solvers have made this mistake. Herr Rudolf l'Hermet is a great master, and would not make a three-mover that had a simple solution in two.

JOHN HANNAN (Newburgh, N.Y.).—In LX., if Black plays, as you suggest, 3. K×R, White should, I suppose, reply 4. P×K.

J G BARTEL (Nelson, N.Z.).—Game-Problems differ essentially from ordinary problems. They illustrate the strategy of the game of Chess, as distinct from the artificial or poetical conceptions of the problemist. Consequently, a winning advantage sometimes takes the place of an actual mate in the solutions. I may say that many correspondents prefer the Game-Problems, and they are certainly more useful as an exercise for improving one's play.

R TEASDALE (Cardiff).—We admitted trepidation in correcting the champion's play, but your variation leaves us unshaken in our conceit. In Game-Problem LIX., White should play 1. PQKt4, and if Black replies, as you suggest, Q×QRP, then 2. RQR1 forces Q×KtP, and White continues 3. B×Pch, as given in the solution. As you say, Dr. Alekhin does not miss much, but we think he missed this!

rating and the other of 40 h.p., both fitted with handsome coachwork. These are eight-cylinder examples of luxurious motoring, which is largely helped by the Lovejoy hydraulic shock-absorbers fitted to the springs. The valves of the shock-absorbers are linked with a push-and-pull control situated just below the dashboard. This adjuster has three positions, giving corresponding degrees of freedom to the shock-absorbers which control the movement of the springs. Thus for slow running on good roads the control can be pulled full out to give the softest possible riding by taking full advantage of the flexibility of the springs. For touring at higher speeds the intermediate position gives comfort without harshness, yet eliminates bouncing. When "all out" at top speed, the control of the shock-absorbers is pushed in as far as it will travel, to give the maximum of damping down all possible rebound that high speeds meeting bumps are liable to create. Also this system allows the driver to suit the springs to the load, as well as to the pace travelled. On the larger model a stabiliser is built into the front bumper. At each end of the bumper are cylinders containing weights, which oscillate under the control of calibrated coil springs. The object of this device is to damp out the torsional movements of the front end of the frame and radiator which are apt to occur in a car with a long wheelbase on rough roads.

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## MARINE CARAVANNING.—CXXXI.

By COMMANDER G. C. E. HAMPDEN, R.N.

IN many respects, yachtsmen are up to date to an extraordinary degree; but in the matter of anchors there are many who will never listen to reason. They will never admit that a vessel can be as safe when anchored with a stockless anchor as with an anchor with a stock such as the well-known fisherman's type. A short while ago I was severely criticised on paper by a cruising yachtsman, who, I believe, has considerable experience of small craft, for advocating the stockless anchor. I was accused by this critic of having Navy and big-ship ideas, and he hinted that I had no knowledge of yachts, being unaware that I was a yachtsman before I qualified as a deep-water sailor. This hatred of the stockless anchor by certain yachtsmen appears to be a case of history repeating itself, for it was not so many years ago that the Navy would have nothing to do with them, though they had been giving every satisfaction in the Mercantile Marine for some time. Stockless anchors are now fitted to every ship in the Navy. I am open to correction, but I think the White Star Company was a pioneer of the stockless anchor.

Now, if stockless anchors possess such poor holding-power, as some yachtsmen say, compared with the fisherman's anchor, surely the insurance

companies would differentiate when fixing the premiums between vessels which carry one or the other; yet I have never heard of such a case. I am well aware that I shall bring down much wrath upon my head, but I always feel that the owner who

seamanship. They are like the motorist who drives blindly on his brakes!

If a vessel has been anchored properly, and the correct amount of cable has been veered to suit the depth of water, the nature of the bottom, and the

state of the weather, etc., the demand on the holding-power of the anchor itself is not very great. It is not so much the anchor that holds the ship as the cable that should be lying on the bottom. This, of course, is well known; but the full extent of its truthfulness is seldom realised. There is a limit to the resistance of any anchor against being "dragged home," and this is defined to a large extent by the size of its various parts. The same applies to a cable that lies along the bottom; but in the latter case half a shackle of cable has a larger area than the anchor to which it is attached, and therefore has an equal, if not greater, holding-power than the latter, which can be increased at will by veering more cable. Anchors are more or less easily "broken out of the ground" or "dragged home" after the cable has been "shortened in," or, in other words, removed from the bottom; because when this is done a greater strain is thrown on their holding-powers. Practically every anchor will

fail to hold some time or other if it is not helped by the buffer effect produced by sufficient cable lying on the bottom; so why the critics of the stockless anchor should be so severe I cannot imagine! It

(Continued overleaf.)



THE SWEDISH ROYAL "COWES"; AND A WORTHY PORT OF CALL FOR BRITISH YACHTSMEN IN THE BALTIC: SANDHAMN, IN THE STOCKHOLM ARCHIPELAGO—FROM THE AIR.

Photograph Copyright Aero-Materiel A. B.

(assuming that he uses an anchor large enough for his ship) lays down the law over the holding-powers of any of the approved types of anchor belongs to the class who trust more to their anchors than their

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Most of us are only half ourselves, only 50 per cent. efficient, because of a foul condition of the intestines. Due to our sedentary habits and unnatural eating our intestines become slow and sluggish and fail to move out the waste matter in time. It putrefies within us and sets up toxins or poisons that are absorbed by the system and cause a state of auto-intoxication or self poisoning. This results in acidity, acid-indigestion, bad breath, coated tongue, sick headaches, irritability, lassitude, and sleeplessness.

Any person who is not feeling up to par should begin drinking hot water

with the juice of half a lemon every morning upon arising. It is well to add to this a tablespoonful of Kutnow's Saline Powder, for this improves the action of both the water and lemon juice. Kutnow's Powder is a famous natural saline-alkaline aperient that has been used for years to reduce acidity and combat putrefaction in the gastrointestinal canal. It makes a delightful effervescent drink that anyone will relish.

Get about four ounces from your chemist and take it regularly every morning for a week. See what a difference in your physical condition even in so short a time. Mark the better appetite you have and the improved digestion. Note the new strength and energy you feel. It's really marvellous the difference when one is internally clean. Just ask your chemist for Kutnow's Powder. Four ounces is enough to make a conclusive test.



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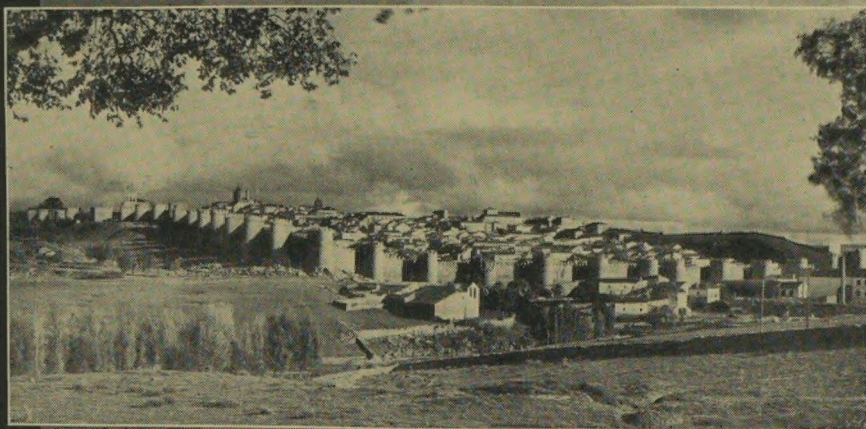
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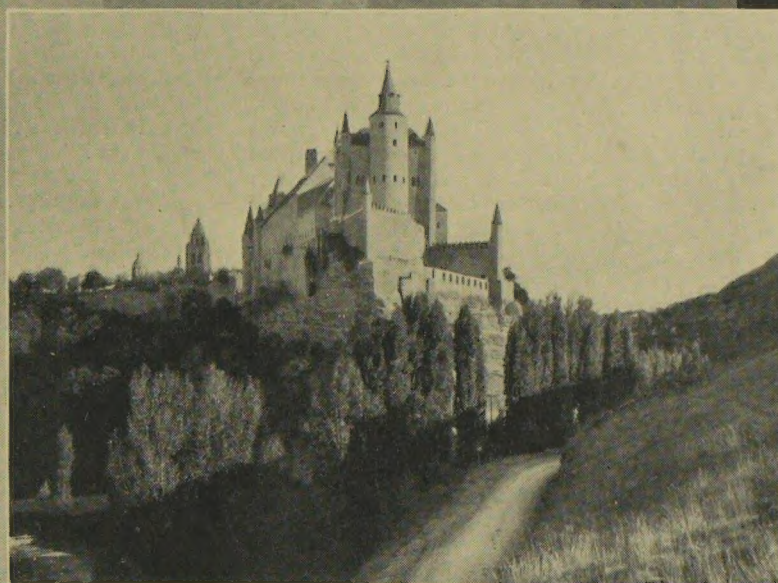
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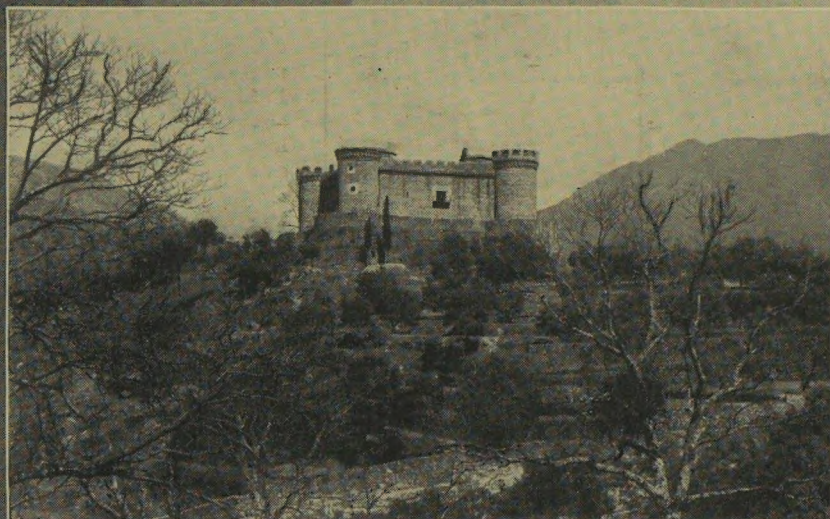
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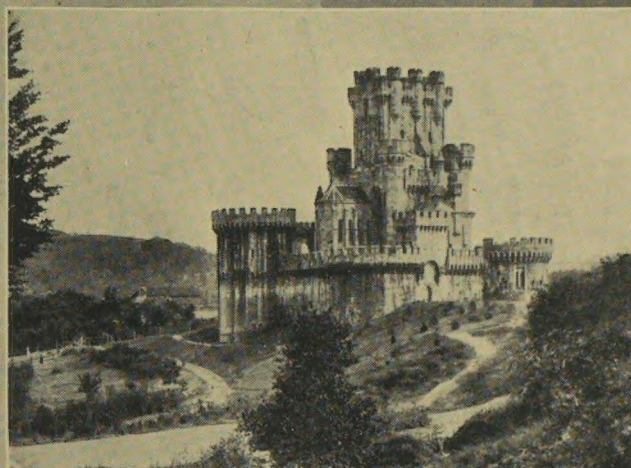
Avila. General view.



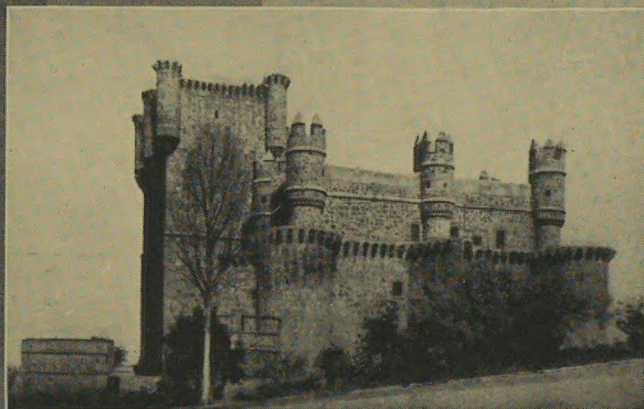
Alcázar of Segovia.



Castle of Mombeltrán.

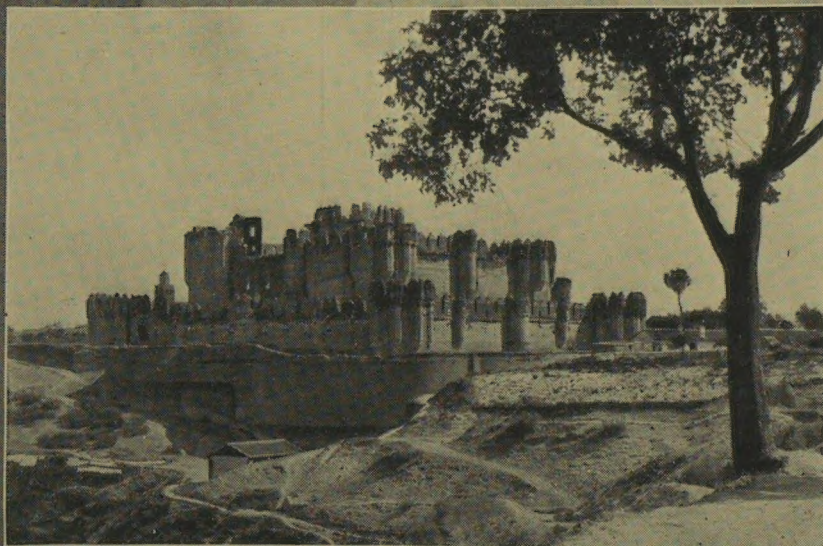


Castle of Butrón

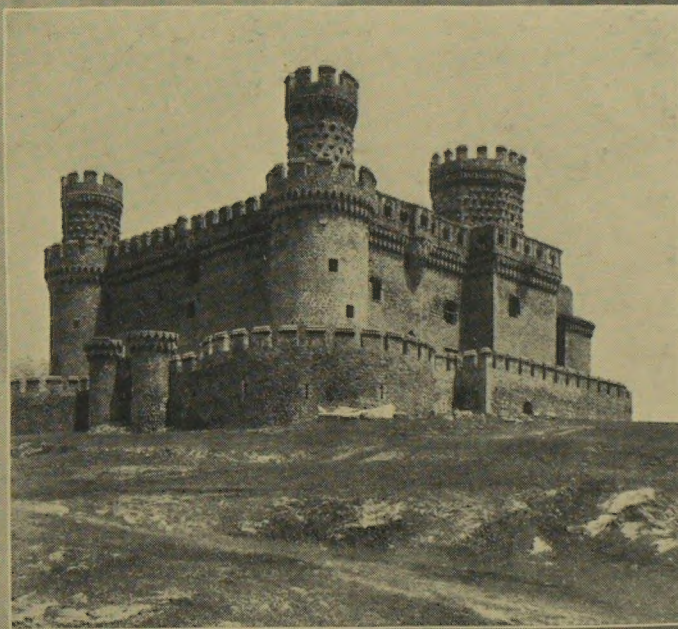


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The Country of Romance, which offers attractions of many kinds. A journey across Spain takes one through towering mountains into villages with a charm all their own, inhabited by conservative, picturesque peasants whose courtesy is proverbial. In sharp distinction to this Arcadian existence, cities abound, impressive with churches, gracious with ruins and relics of days gone by. For the artist, there are not only pictures painted by great craftsmen, but also those limned on the canvas of the sky.



(Continued.)

is admitted by everyone that stockless anchors are the most easily handled of all kinds, and they are used by practically every ocean-going ship afloat. They are considered good enough for the largest war-ships and liners by the experts responsible for their safety, yet apparently are not good enough for certain small yachts.

If further proof is needed of what I have said about the holding-power of a cable, I may add that five years ago I was anchored in Torbay in a 12,000-ton vessel, and, owing to the weather, we were cut off from the shore for two days. We never dragged our stockless anchor; but when the time came to leave the anchorage and the cable was hove in, it was found that there was no anchor on its end (the chain having parted owing to a flaw), and that we had been lying safely to a long length of cable that had become well embedded in the bottom of the sea. I do not mean to imply by this that an anchor of any sort can be dispensed with; only that, if a ship is properly anchored with a sufficient scope of chain, there is little need to worry over the type of anchor employed, and that therefore the handy stockless anchor is not the danger it is made out to be by some owners.

## TWO NAVAL OCCASIONS.

(Continued from Page 428)

Sea, steamed nearly 20,000 sea miles, while her 'Little Sister,' the *Breslau*, had done over 35,000, also in the Black Sea? How many are aware that in the tremendously severe fighting in the Dardanelles, the finest machine-gun detachments were from the personnel of the *Goeben* and the *Breslau*? Or that, when those ships entered the Black Sea, they were the chief dread of the Russians along the whole of their coasts from Odessa to the Caucasus and Batum? Or that they held the whole Russian Black Sea fleet in check and disputed with them the mastery of the sea?"

These are not exaggerated claims. Every variety of task and enterprise fell to the lot of these "Two Lone Ships." As soon as they had been "purchased" by Turkey, and when their Admiral had entirely reorganised the chaotic Turkish Navy, they opened festivities in the Black Sea by a daring swoop on Sebastopol. "The Crimean fortress, with at least 300 guns, had been subjected to our fire—for twenty-five minutes we had lain, a single ship, facing this

hell, and had come out unharmed despite the frenzied defensive fire."

Compared with this, it was poor sport setting fire to oil-tanks and escorting transports to the Caucasus front; but the first encounter with the Russian fleet was on the grand scale. "She [the *Goeben*] was opposed by no fewer than six ships of the line, two small cruisers, twenty-six destroyers, seventeen torpedo-boats, and eight submarines, with a whole crowd of mine-layers and mine-sweepers." She only escaped from this death-trap, into which she had been led by a fog, by the desperate expedient of steaming at a great pace—speed was always her salvation—across the enemy's entire front. She repeated this manoeuvre on a later occasion when the Russians had led her into a trap by a false wireless message, and had massed their whole fleet to intercept her return to the Bosphorus. For half an hour she was engaged uninterruptedly with these enormously superior forces at a range of 14,000 metres, and, though badly hit, managed to elude her attackers by swift and hazardous tactics. On two occasions destroyers caught her in a night attack and were cheated of their prey when it seemed impossible that she could escape.

To mark her homecoming from her Christmas cruise in 1914, she struck two mines, which tactlessly chose a moment when no less a person than Field-Marshal von der Goltz was aboard; yet she managed to make harbour with gaping holes in each side of her—"two fully-laden hay-carts could have been driven abreast into either"—and before her repairs were completed she was called on to go forth, crippled as she was, to take part in the Dardanelles fighting at the moment when it was fully expected that the Allies would break through. The author expresses wonder, as many others have done, at "what would have happened at the Dardanelles on March 18 if the Allies had persisted with their attack."

The *Goeben*'s next encounter with mines occurred just after her last important exploit, when she and *Breslau* attacked the British base at Imbros. This time, in attempting to go to the rescue of her "Little Sister," which had fouled four mines, she herself ran upon three—and yet refused to sink. Struggling into *Nagara*, she went aground upon a sandbank, and lay an easy target for the fifteen tons of British bombs which were dropped upon her. But nothing, it seemed, could destroy her. *Breslau* had gone to the bottom with colours flying; but *Goeben* remained, alone but immortal, the last of Germany's foreign service cruisers.

The collapse of Russia brought her well-earned rest and security, and she survives to-day as the *Jawns Sultan Selim*. Neither friend nor enemy can fail to feel satisfaction that she contrived to live through such manifold perils and escapades. Her record is surely unsurpassed in naval annals. Small wonder that to the Russians she was the "devil-ship" which bore a charmed life.

Herr Kopp tells his exciting story simply and unpretentiously, and his book gains by the absence of that rhetoric which is Captain Pochhammer's weakness. He throws interesting sidelights on minor as well as major incidents of the Eastern war—for example, the fascinating and ingenious hunt for secret wireless stations in Turkey. His adventures were not over with the Armistice, and his account of the return journey from the Caucasus to Germany makes a lively, if grim, epilogue.

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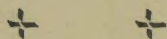
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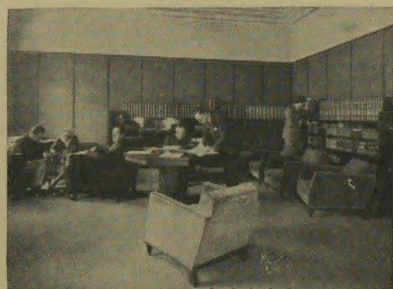
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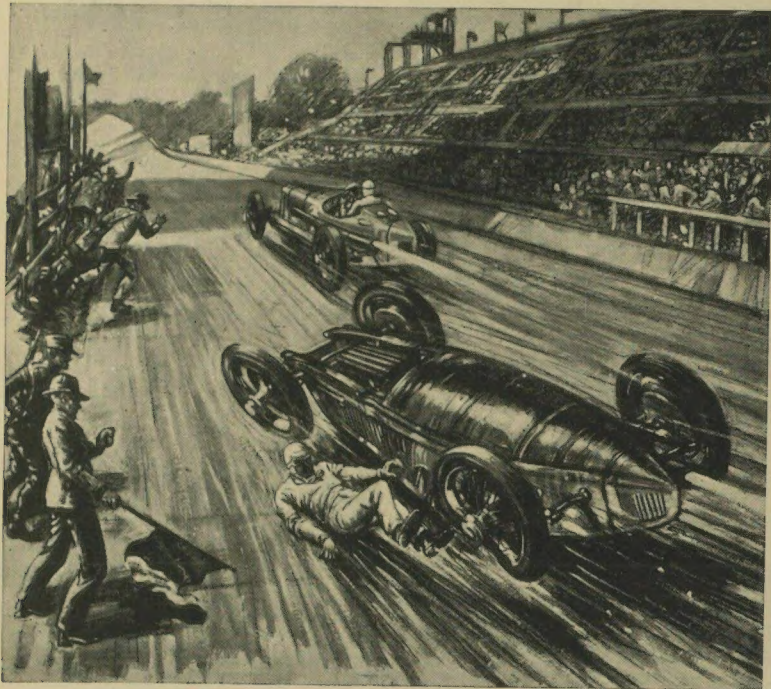
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